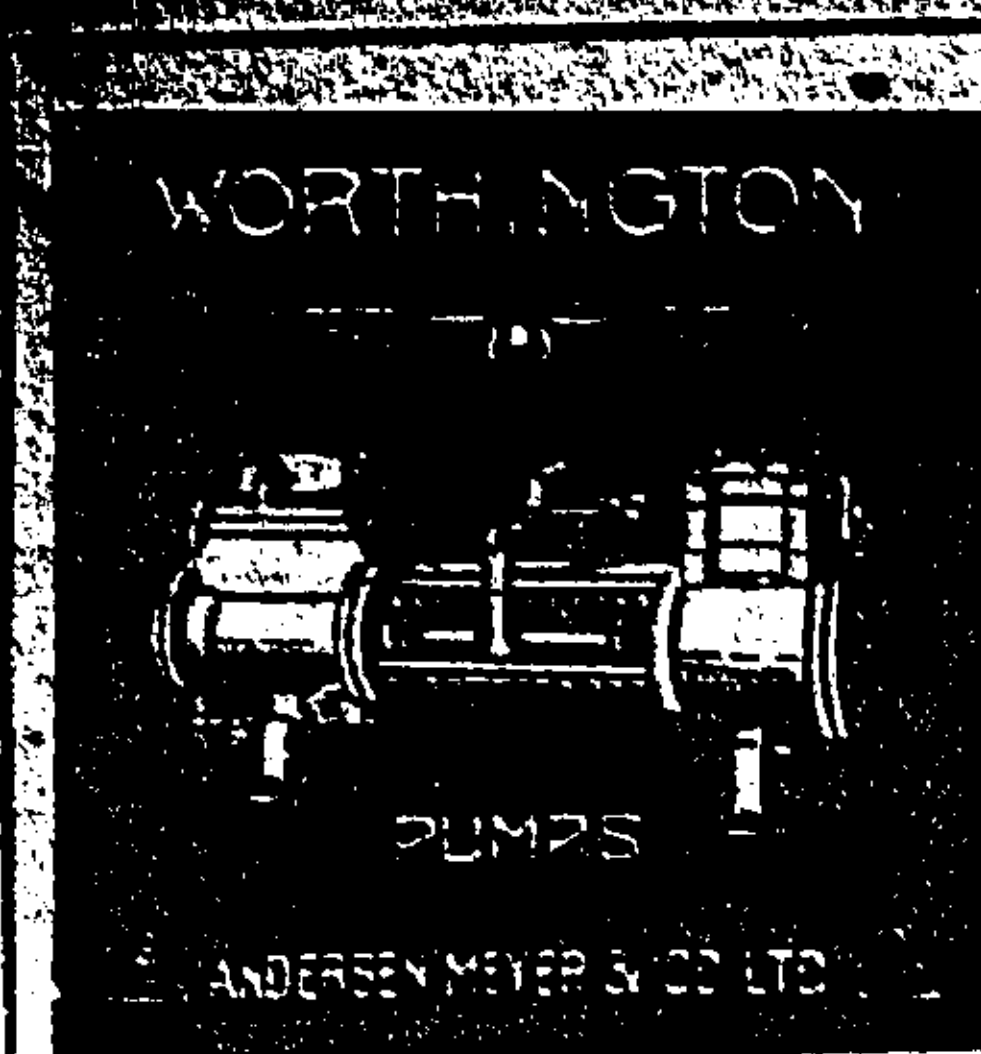
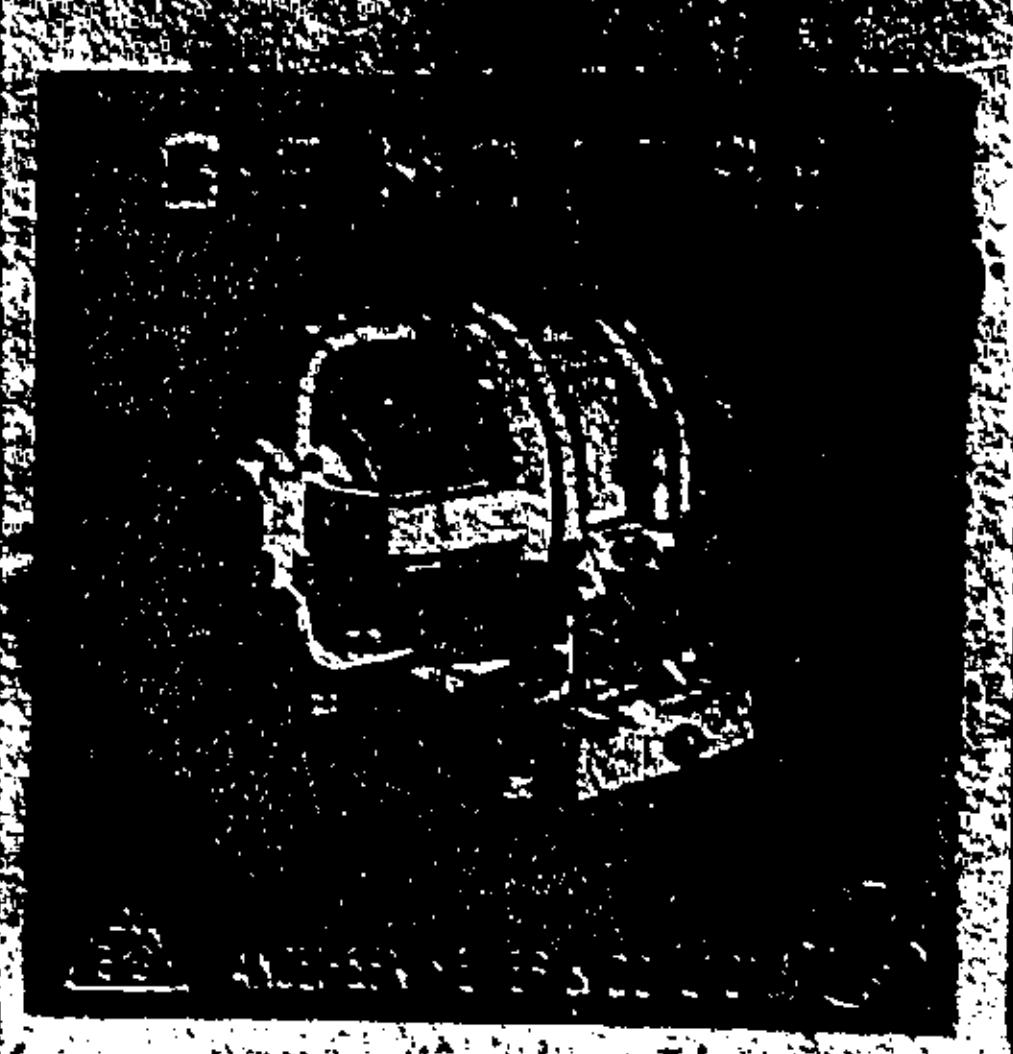




The Hongkong Telegraph.



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THE UNEMPLOYMENT PROBLEM.

The Government's Attitude.

(Reuter's Service.)

London, October 5. Referring to unemployment, the Premier said that much more had been done in the past two years than ever before in the history of any country or Government. They were applying their minds to what more can be done. He counselled a suspension of judgment as regards newspaper assertions. A comprehensive Government scheme could not be the Government scheme till the Cabinet had decided, and even then the judgment of the House of Commons must be taken. He hoped that things were improving, and urged the necessity of peace throughout the world, economy, and co-operation of all classes, otherwise there would be disaster.

Procession to Hyde Park.

London witnessed its biggest unemployed march to-day, ten thousand participating in a procession to Hyde Park with banners inscribed with taunting comparisons between 1914 and 1921, but there was no disorder. The promoters arranged a demonstration in Trafalgar Square simultaneously with the unemployed discussion at the London County Council, but the police prohibited it, hence the procession to Hyde Park. The Labour leader, Mr. Gosling, addressing the County Council, said that the number of unemployed in London had increased from 93,465 to 139,938 in the last three months. Trade union benefits were practically exhausted, and a state of utter despair had been now reached. The atmosphere in the East-end was electrical and capable of almost anything. Labour leaders were losing control of the unemployed. Unless the problem was settled immediately, there would be a row throughout the country. The County Council resolved on calling upon the Government to provide work, or, alternatively, to maintain the unemployed.

INQUEST ON R.38 VICTIMS.

Accident Due to Airship Breaking from an Unknown Cause.

London, October 4. The inquest on the victims of the R.38 was resumed at Hull. The Coroner told the jury that it was their duty to discover whether the disaster indicated criminal negligence. He reviewed the trials of the airship in 1920 and 1921, when various defects were remedied. During a long trial flight on July 17 buckling of the girder developed attributable to the propellers, but alterations after this satisfied experts that the R.38 was the last word in airship construction. The survivors testified that the ship was thoroughly tested throughout the fatal flight, no defect developing. Capt. Wynn, commander of the R.38, was not called, an officer from the Howden base explaining that Capt. Wynn, who was progressing satisfactorily, was allowed out of hospital to attend a football match on the 24th ult. when excitement caused a relapse, necessitating his removal to a hospital in London. The jury considered Capt. Wynn's evidence could not further explain the disaster, and gave a verdict of accidental death due to the airship breaking from an unknown cause.

THE MOPLAH RISING.

Rebel Chief Beheads Hindus and Moplahs.

London, October 4. The latest news of the Moplah rising shows that the Khilafate leader Kun Hamid, who was recently reported to have established a Khilafate "kingdom" in one of the affected districts, and was subsequently stated to have fled before the British troops, is now heading a rebel band of 2,350 men with fifty firearms. According to refugees who arrived at Calicut from Thuvur, 34 Hindus and two Moplahs who were tried by Kun Hamid were executed there, and their heads cut off and thrown into a well. The Moplahs were beheaded for helping the troops. Fifty Hindu houses at Thuvur were also burned down.

THE IRISH CONFERENCE.

Must Disregard Extremists.

London, October 4. Mr. Lloyd George, at Inverness, referring to the Irish question, said that he "had some hopes that we should have furthered it in the Highlands. We did not succeed. At any rate, when we enter the London conference we do so with what is known as the 'Inverness formula'. The conference can only succeed if the participants make up their minds definitely and resolutely to trust the common sense of their own people and not try to reconcile extremists."

LONDON'S CHINA TOWN IN GLOOM.

Deportations Diminish Traffic in Opium.

London, October 4. The Chinese colony at Limehouse is gloomy owing to the forthcoming deportation to China of Lo Ping-yu in consequence of his activities in the opium traffic in the East-end of London. The police say that the traffic has been practically killed, at least temporarily by deportations, also owing to the decline in the number of Chinese sailors coming to London as a result of the opposition of the Sailors' Union to the employment of Chinese on British ships.

RUSSIAN FAMINE RELIEF.

British War Surplus Medical Stores to be Utilised.

London, October 4. The British Government has decided to contribute towards Russia famine relief certain war surplus medical stores held by the Disposals Board, consisting of medical stores, clothing, &c. costing about £250,000. The supplies will be handed over to the British Red Cross for distribution in Russia.

SIAMESE PRINCE AND PRINCESS VISIT ENGLAND.

To Study System of Medical Inspection at Schools.

London, October 4. The Siamese Prince and Princess Mahidol have arrived in London from America to study the system of medical inspection of school children.

AMERICAN COTTON CROP.

Bolt-Weevils Do Record Damage.

(Reuter's Service.)

New York, October 4. The Bureau of Agriculture cotton crop report says that the growing season was the most disastrous on record, the crop showing a loss of 1,555 bales in August and September owing to a plague of bolt-weevils, which advanced almost to the limits of the belt, doing damage such as has not been experienced since the initial invasion while an army of other worms was stripping leaves from plants over large areas in West Mississippi. The farmers plan to clear off the crop and plough early in order to diminish weevil damage next year.

SYNTHETIC MANUFACTURE OF AMMONIA.

French Scientist's Claim.

Paris, October 4.

A French scientist claims to have discovered a method of synthetic manufacture of ammonia by extracting hydrogen from a mixture of hydrogen and carbon-monoxide produced by passing steam through red-hot coke, and then submitting the mixture of this hydrogen and nitrogen to extremely high pressure.

THE WASHINGTON CONFERENCE.

Invitations to the Netherlands and Portugal.

Washington, October 4.

The State Department is preparing invitations to the Governments of Belgium, Portugal, and Holland to attend the conference on Far Eastern subjects.

SWEDISH GOVERNMENT RESIGNS.

Stockholm, October 7.

The Government has resigned. [This is a formal resignation consequent upon the General Election reported yesterday.]

AMSTERDAM PORT WORKERS STRIKE.

Amsterdam, October 4.

The port workers have struck owing to differences with the shipping lines in regard to payment out of port reserve funds.

(Other Telegrams on Page 2.)

SHIPPING COMPANY PROSECUTED.

Lapicque and Co. Fined \$2,000.

The case in which Messrs. Lapicque and Company were summoned for allowing their steamer Hanoi, trading between here and Haiphong, to be used for the conveyance of illicit opium, was again heard at the Police Court this morning. The quantity seized amounted to 1,020 taels of raw and 493 taels of prepared opium. The drug was concealed in places which Mr. Norman I. Smith, Superintendent of Imports and Exports, who prosecuted, said were inaccessible to any but members of the crew.

Revenue Officer Brown, in evidence, said that he boarded the steamer on her arrival here from Haiphong and Kwang Chow Wan at 11 a.m. on the 19th September, with a party of Chinese revenue officers. The drug was found concealed in the propeller shaft, the propeller shaft support in the oil tank, and in the star-board and port coal bunkers.

Mr. G. A. Lapicque, Jr., Assistant Manager of the local office of the firm, who represented the owners, said that every precaution had been taken by the ship's officers to search the steamer on every trip, but the opium was not found. The Captain had said that it was very difficult to detect or control this illicit traffic, but on a number of occasions he had succeeded in discovering the drug and had told the Revenue Officers about it.

His Worship said that the company could not exonerate themselves unless they could say that it was not possible for the crew to have been concerned in the smuggling or have had any share in it.

Mr. Yvanovich said that the opium might have been taken aboard at Haiphong or at Kwang Chow Wan by persons in the guise of passengers. Whether they had anything to do with the crew in the matter he was unable to say.

His Worship pointed out that the places where the opium was concealed were accessible only to members of the crew.

Mr. Yvanovich: Each night the Captain always requires a watch to be set.

His Worship: That is always done. I have always accepted that the Captain in such cases has always done all that he could.

Mr. Yvanovich: We can vouch for the European crew. But for the others we do not know.

In reply to another question Mr. Yvanovich said that one or two of the crew had since deserted in Hongkong.

His Worship asked if that was not suggestive that some of the crew were concerned in the case.

Mr. Yvanovich:—There are always constant changes on the ship, and as regard the statement that those places are not accessible to passengers, there is nothing to prevent stowaways from going into these parts of the ship either at Haiphong or Kwang Chow Wan. Unless one keeps a very strict watch on them, they board the ship as passengers. Until the ship leaves port we do not know whether they are passengers or stowaways.

His Worship: But your comrade knows your passengers when they go aboard at Haiphong?—It is very hard to find out.

His Worship referred to the ordinance and explained it to Mr. Yvanovich to the effect that "the must prove to his satisfaction that reasonable precaution had been taken and that none of the officers or their servants or any of the crew were implicated. It seemed that the fact that one or two of the crew had deserted the ship in Hongkong would show that they as members of the crew were implicated."

Mr. Yvanovich explained that it was impossible in such cases to detect the opium. If they had acted on the principle of searching for the most out of the way places as instanced in this case it would take days to go over every part of the ship. The Captain had done all he could, and had on one occasion handed a steward to the police for smuggling opium.

Mr. Orme: The law in the Ordinance is that you have to see that none of the crew have any part in this case.

Mr. Smith said that he would not have brought up this case if it proved to his satisfaction that none of the crew were implicated in it. Their

HOTEL KEEPER SUMMONED.

Houseboys Claim Wages.

Mrs. F. E. Cameron, proprietress of the Carlton Hotel, was this morning summoned by one of her houseboys for the recovery of wages of the amount of \$14.10 alleged to be due to him on 53 days' service at the rate of \$8 per month.

In reply to the Magistrate, Mrs. Cameron, said that the amount due worked out at \$13.40 according to her reckoning, but she was not prepared to pay this unless she was compelled to. The reason was that there had been a marked prevalence of thefts at the hotel, and within the space of a fortnight the defendant had robbed three of her tenants. The defendant and another boy were taken into her service three years ago, and she has trusted them, not knowing that they had been "doing" her from the very first day they joined her. Between these two boys, she had lost no fewer than 67 blankets from the hotel, beautiful English blankets. There was no other way in which they could have been lost. If the defendants were not immediately responsible for their disappearance, they at least had instigated the thefts, having had full charge of the blankets. She had at length to call for a general overhaul of the blankets, and the boys, who thought that their guilt would be discovered, produced a number of the blankets from places of concealment.

Questioned in regard to the allegation that she had dismissed the two boys without notice, the defendant added that they left of their own accord from a sense of guilt.

The defendant said that his duties were to serve out tea to the guests at 6 o'clock every morning. One morning his mistress came to him and asked him why he did not take out the fifteen dogs kept by her for a walk. He replied that that had nothing to do with him, that it was a job that could be performed by a coolie. He was then told to leave the hotel if he did not want to do any work.

Another houseboy employed by Mrs. Cameron said that he was accused of stealing the blankets. He knew nothing of these, and when he informed his mistress to that effect she drove him from the hotel with a broom.

Mr. R. E. Lindell said that he had no time to go fully into the case, so he proposed to adjourn the hearing until Saturday at 11 o'clock.

AMERICAN GENEROSITY TO PARIS.

Two rich American residents of Paris, Mr. and Mrs. Edward Tuck, who have a magnificent home in the Champs Elysees, have decided to bequeath, on their death, their valuable art collection to the city of Paris, together with a million francs (normally £20,000) to instal the collection in specially fitted rooms in the Petit Palais.

policy in such cases was that if the opium was carefully concealed so that it would escape an ordinary search then he thought it was not right to bring the summons.

Mr. Yvanovich: You would like to put the Captain into the witness box. He wants to say that he had done all he could.

Mr. Orme said he was prepared to accept the statement the Captain had already made. It was quite clear to him that some members of the crew had access to the places where the opium was concealed, and he would impose a fine of \$2,000.

Leave of appeal was asked for by Mr. Yvanovich who said that his company would have to engage a solicitor.

His Worship said that that would be useless unless the company could prove beyond all doubt that none of the crew had any hand in the smuggling. However, he would suspend execution pending the hearing of any appeal.

HELD BY BANDITS.

Hongkong Man's Plight.

CANTON GOVERNMENT APPROACHED.

The capture of a European employee of the A.P.C. by Chinese bandits on the North River on Saturday is causing a sensation in Hongkong and Canton. The missing man is Mr. J. Rasmussen, an up-country inspector, and at the present time his whereabouts is unknown, as far as could be learned in Hongkong this morning.

Mr. W. H. Bell, general manager of the Asiatic Petroleum Company, this morning would divulge no particulars of the case, but admitted to a reporter that the capture of Mr. Rasmussen is a fact, saying that "all to secure his release is being done."

The first news of the disappearance of Mr. Rasmussen was received locally on Monday from the Canton office of the Asiatic Petroleum Company. The crew of his launch brought it back to Canton on Monday morning and reported that pirates had held up the launch when it was on the Bamboo River 30 miles above Wuchow on Saturday. Ransom for Mr. Rasmussen's life was asked by the bandits, but the amount has not been decided upon by them, it is said. Immediately on receipt of news the Asiatic Petroleum Company referred the matter to the Danish Consul at Canton, as Mr. Rasmussen is a Dane. The Consul in turn approached the Chinese authorities at Canton and asked President Sun Yat-sen to dispatch a troop of soldiers to the assistance of the captured man. The Chinese Government acceded to this request, it is rumoured, but no confirmation of the news has been received by the Danish Consul at Hongkong.

The Canton Consul for Denmark also approached the British Consul there and asked for assistance, but as the water in the Bamboo River, a tributary of the North River, is shallow a gunboat could not get there. In the meantime the Danish and the British Consuls at Canton and the Asiatic Petroleum Company are working together to obtain the release of Mr. Rasmussen.

No further particulars of the capture of Mr. Rasmussen has, it is said, been received since the first intimation of his forcible detention by the Chinese outlaws. The number who attacked him also is unknown locally. The general opinion is, however, that the bandits are a number of defeated Kwangsi soldiers.

Mr. Rasmussen knows the country drained by the West and North Rivers very well and is a fluent speaker of Cantonese. He was making one of his usual trips when he disappeared. His knowledge of the locality, its people and of the language will stand him in good stead, and it is thought that he will be receiving fair treatment at the hands of his captors on that account.

The seizure of Mr. Rasmussen is the first case of its kind for many years. Europeans have been robbed, but not for a long time has one been forcibly detained by bandits in South China. Opinion is naturally divided as to the most advisable way to act to recover the captive. Some are inclined to pay the ransom for his release as no one knows to what extent his captors will go. The other side believes that the payment of a ransom will set a precedent, which, it is thought, is likely to encourage the operations of bandits and pirates, in the event of these now holding Mr. Rasmussen, not being apprehended by the authorities. Both parties are in agreement on the point that it is the duty of the Canton Government to interest themselves in the matter and to make an attempt to find Mr. Rasmussen and punish those who are holding him prisoner.

The parents of Mr. Rasmussen, who is a young man, live at Kowloon. Mr. Rasmussen is extremely popular with his fellows and is an ardent footballer. Only quite recently he returned to duty after an attack of typhoid fever.

THE FAMINE FUND.

Nearly \$700 Subscribed.

We have pleasure in announcing further contributions to our Russian Famine Fund, which now stands at \$676.

This fund will be closed on Saturday and we therefore remind any of our readers who would care to be associated with the effort that their contributions should reach us not later than that date.

In order to save loss of time we propose sending the money Home by Telegraphic Transfer to the credit of the Lord Mayor's Fund.

Amount already acknowledged:—	\$466
H.D.	100
A Broker	100
M.F.	10
Total.....	\$676

CHINESE NEWS.

Our Canton correspondent says that it is rumoured that the 3rd Division, under General Ngai Bong-ping, has been ordered to return from Kwangsi to resume its garrison duties at Heungshan, Lappa and Chinsan (near Macao). The present garrisons, under Li Fook-lum, will be withdrawn.

As the Portuguese authorities have so far shown no intention of complying with the Canton demands, the Cantonese Government has decided that both the naval and military forces at Chinsan and Lappa Island will not be decreased until a satisfactory reply has been received.

Shanghai telegrams to hand to-day state that a raid was made on the headquarters of the Kwok Mui Tung party in Hankow. Seven arrests were made, including one commander and two officials, and a number of documents were seized.

The force of Szechuen troops is continually being increased and Wu Pui-foo has had to mobilise two more regiments.

A Peking telegram states that on the persuasions of various parties the Premier has agreed to resume office until the end of the year.

News in To-day's New Advertisements.

Sincere's advertise the famous Stetson hat.—Page 3.

"The Guilty Man" is the name of the film feature to-night at the Hongkong Theatre.—Page 12.

There will be a Band Concert and Dance at the K.C.C. on October 8.—Page 4.

There will be no performance at the Kowloon Theatre to-night.—Page 12.

The Coronet has a Band Night to-night when Charlie Chaplin in "Carmen" will be shown.—Page 2.

A string of pearls was lost at the V.R.C. fete last Saturday.—Page 4.

Dr. H. T. Hodgkin will speak to-night at the City Hall on "The New World".—Page 4.

Lammert's are selling kegs of wire nails on Thursday and miscellaneous goods on Saturday.—Page 4.

The Regular monthly meeting of the Marine Engineers Guild will be held on October 7.—Page 4.

Reiss & Co. have taken over the sole representation in Hongkong and China of the Associated Machinery Corporation of New York.—Page 4.

M. Okintosh & Co. advertise Dressing Gowns.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 11½d.

The Weather.

2 p.m. Barometer:—29.95. Temperature:—19. Humidity:—53.

Lighting-Up Time.

Lighting-up time to-day, 6.07 p.m.

C. E. WARREN & CO., LTD.

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All Chemists and Druggists sell them.
Beware of cheap imitations. The World, or write to Mr.
MARTIN, Chemist, Southampton, Eng.MARTIN'S
APIOL & STEEL
PILLS

EARLIER TELEGRAMS.

FUTURE OF RUBBER.

London, Oct. 4.

The first meeting of the Rubber Shareholders Association was held yesterday, Mr. Zorn presiding. He explained that the object was to enable shareholders to have a proper voice before decisions vitally important to the rubber industry were made. He declared that shareholders felt that proposals for the better regulation of the industry were not considered purely upon their merits, but in many cases the decision by a company whether it should support the scheme was influenced by the vested interests of those who feared that the suggested new departure might interfere with their private profits or emoluments. Mr. A. I. Devitt, of Messrs. Lewis and Peat, gave particulars of the steps being taken to extend the use of rubber. In connection with the fact that the percentage of pure rubber in many rubber articles is extremely small, Mr. Devitt offered the opinion that in many directions it should be possible greatly to increase the percentage, even to a hundred per cent. in some cases. He mentioned that pure rubber shoe soles were now being manufactured in the East and lasted much longer than existing rubber soles.

EGYPT'S COTTON CROP.

Cairo, Oct. 4.

The condition of the cotton crop in Lower Egypt is seventy-two, Middle Egypt seventy-five and Upper Egypt seventy-nine per cent. compared with normal. The failure of the crop is due to late sowing and careless cultivation owing to low prices, unseasonable weather and the ravages of bollworm.

UNEMPLOYMENT IN AMERICA.

Washington, Oct. 4.

Mr. Harding has asked the governors and mayors to organize machinery for the amelioration of unemployment, following the suggestions of the Unemployment Conference.

CENTRAL AMERICAN STATE.

Guatemala, Oct. 4.

The constitution of the new Central American State, consisting of Guatemala, Salvador and Honduras, was promulgated yesterday.

COLLIERIES SHUT DOWN.

London, Oct. 4.

All the collieries in North Wales have been closed since dawn owing to the high cost of working.

N.Y.K. SHIPS.

Plying Twenty-Five Years.

Vancouver, Aug. 31.—Twenty-five years ago to-morrow, with a full set of multi-colored signal flags flying from her masts and rigging, the steamer Mike Maru, of the Nippon Yusen Kaisha, a vessel of 10,927 gross tons register, more than three times the size of the Mike, will arrive from ports in the Orient. The Mike is a part of the present transpacific fleet of the N.Y.K., and illustrates the vast improvement made in the Japanese line into the waterways of the world, and the birth of Oriental trade through northern Pacific Coast ports. Oldtimers on the water-front and men prominent in shipping at the time the Mike was tied up at the Victoria docks were yesterday discussing the event with renewed interest.

Mike Laid Up in Orient.

The Mike Maru was the first vessel of the first Japanese line to inaugurate scheduled service between Seattle, Victoria and the Orient, and her arrival was heralded as a great event. To-day she is succeeded by a fine fleet of imposing liners, whose comings and goings furnish a steady volume of business to W. R. Dale and Company, agents for the Nippon Yusen Kaisha here for many a year.

The Mike, which in Japan, is considered one of the most famous vessels afloat because of the part she played in the inauguration of the transpacific service of the Nippon Yusen Kaisha, is still owned by the N.Y.K., and was recently taken out of service and laid up in the Orient. She is 315 feet long, 21 feet

beam and 25 feet depth of hold, and has accommodation for 17 first cabin and 41 second cabin, but no storage.

Next Thursday the steamship Sawa Maru, of the Nippon Yusen Kaisha, a vessel of 10,927 gross tons register, more than three times the size of the Mike, will arrive from ports in the Orient. The Sawa is a part of the present transpacific fleet of the N.Y.K., and illustrates the vast improvement made in the Japanese line into the waterways of the world, and the birth of Oriental trade through northern Pacific Coast ports. Oldtimers on the water-front and men prominent in shipping at the time the Mike was tied up at the Victoria docks were yesterday discussing the event with renewed interest.

The Nippon Yusen Kaisha (Japan Mail Steamship Company), came into existence in 1885 as the result of the amalgamation of two separate concerns, the Kyodo Unyu Kaisha (Union Transport Company) and the Mitsubishi Kaisha (Three Diamond Company). The capital of the company was then 11,000,000 yen and the combined fleet comprised 58 steamships, representing 83,709 tons.

The company at first confined itself to coastal trade, but gradually extended its operations to Korea, North China and Vladivostok, until in 1893 it inaugurated its first regular ocean service to and from Bombay, a service which has since materially helped the growth of the cotton industry in Japan.

The government's promulgation of the navigation encouragement law in 1896 gave a marked impetus to maritime enterprise in Japan. The Nippon Yusen Kaisha was the

MYSTERY OF SCANDALOUS LETTERS.

Vindication of Twice-Imprisoned Englishwoman.

All England is indignant over the wrongful imprisonment of Mrs. Rose Emma Gooding of Littlehampton, who was twice sent to jail for sending scandalous letters to a neighbour woman, Miss Edith Swann. She has now been released, and is back at home with her husband and two children, while measures to secure compensation for her from the government are being considered.

About the first of last October Mrs. Gooding was arrested and thrown into jail, where she lay awaiting her trial, which took place December 13, at Lewes, in Sussex, before Mr. Justice Roche. It was alleged against her that the letters accused Miss Swann of going about with a married man while his wife was in a hospital. Some of the letters were signed "R.G." and some "With Mrs. Gooding's compliments." They were sent to a number of friends and neighbours of Miss Swann.

At the first trial a witness testified he had seen Mrs. Gooding's daughter posting a letter bearing the name Swann. Mrs. Gooding denied ever having sent any of the letters, and the child said she had not posted any of them, but the jury accepted the circumstantial evidence offered and found the defendant guilty. Mr. Justice Roche sentenced her to ten days in jail.

Again Arrested.

The scurrilous letters did not end, and after a number of additional ones had been sent out, Mrs. Gooding was again arrested for criminal libel on March 3. At her trial a short time thereafter, Miss Swann testified that Mrs. Gooding had thrown one of the letters into her house as she passed.

Counsel for Mrs. Gooding called the attention of the court to the fact that some time before the second arrest Mrs. Gooding had left home for a time to go to Lewes, and that during her absence letters purporting to have been written by her were delivered under Littlehampton postmarks. Ex-Police sergeant Blackman testified that he had seen Mrs. Gooding in Lewes on the day when others testified she had mailed scurrilous letters in Littlehampton.

In spite of such favorable testimony, Mrs. Gooding was again convicted on circumstantial evidence, and in sentencing her to a year in prison Mr. Justice Roche expressed the opinion that he had been too lenient with her before.



Mrs. Rose Emma Gooding, photographed with her husband and children after her release. Inset show another view of Mrs. Gooding.

The whole case against Mrs. Gooding collapsed when it was found that the scandalous letters, in exactly the same handwriting, continued after Mrs. Gooding had been put in prison. Detective Inspector Nicholls of Scotland Yard was given the case to investigate, and recently the Home Office caused the Court of Criminal Appeal to quash both convictions against Mrs. Gooding and exonerate her completely.

Public Indignant at Police.

Much indignation has been expressed at the zeal of the police and the courts in sending to prison twice, on circumstantial evidence, a sweet-faced, innocent woman, and a wife and mother.

Interviewed after her release, Mrs. Gooding said: "What I have been through, heaven only can tell. Every moment in prison was felt with the greatest concern as regards my husband and children. The greatest trouble I

had was to send out to procure evidence to prove my innocence. Each night I knelt upon the board that was my bed and repeated this prayer: that I made before I was sentenced: 'Oh, God, bless my darling husband, my children, my sister, my dear mother, and my home, and all those kind gentlemen who are, and have been, fighting my fight for me. Oh, God, let my appeal be granted, so that I may safely get home.'

"Were it not for my people—my dear husband, my family, and my mother," she went on, "I should be content to leave matters where they are. But I am not content to leave them where they are."

Mrs. Gooding's husband was a soldier in the late war and was decorated for bravery. He is helping her in the effort to find out who really wrote the letters and sought to fasten the blame upon Mrs. Gooding.

pioneer company to extend its activities to foreign waters.

Company's Capital Increased. The capital was increased to 23,000,000 yen. More than 12 new steamships were ordered, built in Japan and abroad, and in 1898, three main lines of passenger and freight services, the European, American and Australian lines, were inaugurated, all the steamships on these lines running under mail contract with the Japanese Government.

Following the close of the Russo-Japanese War of 1904-1905, the Nippon Yusen Kaisha began a new development of its ocean lines. To meet the requirements of a constantly enlarging volume of trade and traffic, the company added new steamships, created new feeder

lines to reach a large number of ports of the Orient, and made its service conform to the highest ideals of ocean liner efficiency, with every comfort and convenience demanded by the modern traveller, while in freight service it has kept up with the wonderful expansion of Japanese trade with its neighbours in the East and with the great commercial nations of the Anglo-Saxon world.—Daily Colonist.

GENERAL NEWS.

LESSEES OF HIS MAJESTY'S. Control of His Majesty's Theatre, which Mr. Joseph Benson bought from the executors of the late Sir Herbert Tree, has been placed in the hands of Messrs. Grossmith and Malone, Ltd.

BRANDY IN THE WORKHOUSE. For carrying a bottle of brandy into Portsmouth Workhouse, to give his wife a drink, a labourer was fined 10s. The woman shortly afterwards died, but the brandy was not a contributing cause.

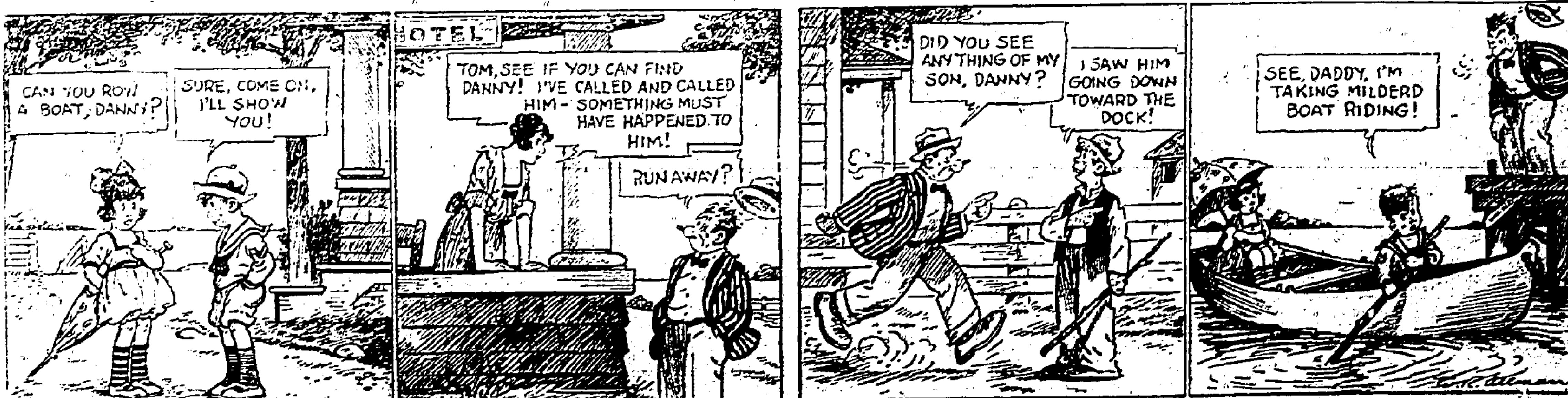
LORNA DOONE MEMORY. A memorial is to be erected in Daro Church, West Somerset, to the late Nicholas Snow, squire of Oare and a descendant of the Nicholas Snow immortalised by Blackmore in "Lorna Doone."

ROYAL VINE WITH 600 BUNCHES. Nearly 600 bunches of grapes, some weighing nearly 3lb., are hanging from the Royal vine at Cumberland Lodge, Windsor Great Park. It is reputed the oldest vine in Europe, and is much larger than that at Hampton Court.

DOINGS OF THE DUFFS

Danny Goes A-Courting

BY ALLMAN



NOTICE.

Durability

That is what you want in a Piano for this climate. MOUTRIE products have this quality to a high degree; that is why we can GUARANTEE them for a longer period than any other Piano made. Prices from \$600 upwards.

Liberal discount for cash.

S. MOUTRIE & Co. LTD.

JUST ARRIVED

A new consignment of

ALKIA & REUDEL BATH SALTRATES

Highly recommended in cases of
RHEUMATISM, GOUT, LUMBAGO, SCIATICA &
SKIN AFFECTIONS.

COLONIAL DISPENSARY

Telephone 1877.

14 Queen's Road, Central.

DINNER SERVICES, TEA SETS

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CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 654. Complete Home Furnishings. 14 Queen's Road Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

BLUNDELL SPENCE & CO., LTD.

HULL & LONDON.

Paints Stains
Varnishes

OF EVERY DESCRIPTION FOR
DECORATION

Ready Mixed Paint. All Colours in 1, 2, 7 & 14 lb. tins.

Fine Colour Paints 28 lb. kegs Galvanizing Paint 1/4 1/2 & 1 gal. tins.
White Zinc " Varnishes "
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ACEAL

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REISS & CO.

(REISS BROS., LTD.)

Show Room.
15, 16 Connaught Rd.

ERRORS AND LESSONS OF
THE COAL STOPPAGE.Paying for the folly of
Wrecking Pits.

A frank confession, by Mr. Herbert Smith, the acting President, of mistakes made by the miners' leaders during the recent coal stoppage, was the chief feature of the annual conference of the Miners' Federation of Great Britain.

Reviewing the stages that led to the stoppage, Mr. Smith said the lesson of the October 1922 fight, which lasted 2 1/2 weeks and resulted in the datum line, was taken to heart by many, but not by all.

It was that the economic power which the war gave to the industry was not so strong in peace time. There was a fall in demand and prices.

The datum line settlement was only of a transitory character. In the early part of the year, while the executive was engaged with the owners in the peaceful task of trying to get a just agreement for some equitable distribution of wages and profits, the Government decided to decontrol the industry—a decision which took both parties by surprise and virtually made it impossible for the negotiations to proceed.

MISTAKEN TACTICS.
For political reasons the owners sided with the Government, though they must have realised afterwards that for economic reasons they would have been wiser to support the men in their claim for continuing control until August 31.

The Government attacked the miners when they were at their weakest, although if they had believed it possible that the miners could stay out for 13 weeks without funds and with very little outside help they might have modified their policy. But circumstances were most opportune for the Government to defeat the powerful miners' organisation.

At this early stage the leaders of the federation were lacking in vision and outlook. If they had learned the lesson of the strike of October 1920 they would have followed entirely different tactics. Their districts should have concentrated on wages. When they decided to fight on the pool issue he thought it was a wrong decision, and events had proved that it was wrong.

When the lockout began, in spite of the fact that the advice of certain leaders had not been taken, there was no indication of division. To the outer world they appeared as a united and compact people, struggling against adversity for a great ideal.

Another error was the withdrawal of the safety men from the mines.

This policy also raised a storm of opposition against them. Public sympathy, which was at first with them in their struggle for wages, was lost as a result of this action.

It also raised resentment among their colleagues in the Triple Alliance, and was the cause of difficulties which they could not overcome.

Although the Alliance had already decided to strike with the miners on the question of a national pool, they weakened afterwards when they realised that they were supporting the miners in something which they themselves had not obtained.

The test put on the Triple Alliance was more than it could bear. Whatever might be said about the action of individuals, it was certain that the miners themselves never provided an opportunity for united action on one great issue.

LEADERS WHO WERE TOO LOYAL.

Loyalty of the Federation officials had been called into question, in consequence of the breakdown of the Triple Alliance. The truth was that the officials were too loyal to so-called majority rule. They were loyal to their colleagues in swallowing their convictions and better judgment when they were out-voted by the usual narrow majority vote.

If they had one regret it was that they were too loyal, and had bought their loyalty at a great price—the price of the poverty and starvation of their members, and the misery of millions of their fellow-countrymen.

Those who were least responsible had been most violent in their attack on them for the way they ended the stoppage. Certain miners' M.P.'s, whose fidelity in the House was revealed by their words in that assembly, which, of course, had no effect, were the first to declare that they could have done much better.

VIOLATED PLEDGES.

Leaders might be accused of undemocratic action in calling off the stoppage. It was infinitely preferable to do an undemocratic act in the interests of the members than to allow empty, high-sounding formulas to intensify the horror and misery of their people's lives.

Certain members of the executive violated their pledges by recommending the men to reject the offer. The result was that many months' wages had gone, and in many cases life savings had gone.

Behind closed doors and in public, by circular and speech, they urged the men to reject the terms, knowing that the rest of us would be tongue-tied by our loyalty to the findings of the conference. Inflammatory language was used. The terms were distorted and the position was obscured. If he had been free to advise the men in Yorkshire, the decision would have been different. But they had taken the lesson to heart, and in future the men would give little heed to those whose chief gifts were words.

Mr. Frank Hodges (Federation secretary), in submitting the report of the executive, said their fight for the pool lost them much of the public sympathy they won on wages. It was regarded as a sinister scheme to secure nationalisation. Their decision to withdraw safety men also gave the Government an opening for a display of military force, and on this point many members of the Triple Alliance were not in sympathy with them.

Transport workers and railwaymen in the Alliance had de-

RIGHT TO MARRY DEAD
HUSBAND'S BROTHER.Magistrate Overlooks A New
Law.

A question regarding a widow's right to marry her deceased husband's brother caused the Tottenham bench to overlook a law which has been in existence for some weeks. A woman, who complained that her second husband had turned her out penniless, said she understood a law had been passed which made her marriage to her late husband's brother in 1918 legal.

Mr. Rhymer said he had heard it was legal for a man to marry his deceased wife's sister, but he had yet to learn that it was legal for a woman to marry her deceased husband's brother. If it became law he was not certain that it would be made retrospective, to include marriages in 1918.

The woman was advised to make the best terms she could with her husband.

[The Deceased Brother's Widow's Marriage Act, which received the Royal Assent on July 23, makes legal a woman's marriage with her late husband's brother. The Act is retrospective, and therefore the Tottenham woman's marriage in 1918 is valid.]

cided to call a strike with them for the national pool, but they wavered later, partly because of the political implications.

In an interview with the Government they found that the Cabinet was prepared to call a General Election on the pool issue, and they therefore urged the federation executive to concentrate on better wages. Another factor was the uncertainty about the strength of their own following.

On the proposal to discuss the report in public, Mr. Tom Richards said that, as the Triple Alliance breakdown had been discussed by the railwaymen and transport workers in public it was only right that the miners should discuss it in public. Mr. Herbert Smith agreed, and said the executive desired, but an amendment was carried, by a large majority, that the report should be discussed in privacy.

Election of president was the first item on the agenda. Mr. Smith suggested a revision of the rule that the president must be a full-time official and must live in London. He thought a part-time official could discharge the duties while they had a permanent secretary.

Nominations for the office will be received and balloted upon to-day.

The secret discussion was free from incidents. Delegates had apparently decided to forget the past and concentrate on the future. There were no recriminations or attacks on officials, and it was officially announced that, following explanations, the conference had unanimously adopted the executive's report.

It was decided not to appoint a successor to Mr. Smillie, as president, immediately. The question of a part-time president will be discussed in the district.

LANE, CRAWFORD & Co.

SPORTS DEPARTMENT.

WE HAVE JUST RECEIVED LARGE STOCKS
OF

GOLF,

TENNIS,

FOOTBALL,

&

CRICKET

GEAR,

"GOLD
MEDAL"
RACKETS.

\$30.00

BOXING
GLOVES.

\$12.75 set.

BY THE LEADING BRITISH MAKERS

ALSO

A NICE SELECTION OF

TOYS & INDOOR GAMES.

JARDINE, MATHESON & Co., LTD.,

ENGINEERING DEPARTMENT.
14 PEDDER STREET, HONGKONG.

TELEPHONE 215 & 3351.

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"GRIPOLY" AND
"LANDT" BELTING

"GRIPOLY" SOLID WOVEN BELTING is composed of indestructible strands, twisted and interwoven with the solid body of the belt.

This absolutely prevents all fraying and for the FIRST TIME a textile belt runs under the same conditions as solid leather. It costs less money than double leather belting and gives better satisfaction. It never slips—it GRIPPING power is PERFECTION. It is thoroughly waterproof and is not in any way affected by temperature, or by acids, steam or dust.

It is practically stretchless as compared with any other known belting.

"LANDT" IMPROVED SOLID WOVEN COTTON BELTING. Is the highest possible quality of solid woven cotton belting. Manufactured by special plant and provided with indestructible edges.

It is low in cost, waterproof, exceedingly strong and practically stretchless.

"GRIPOLY" and "LANDT" BELTING

THE
ONLY BELTS CAPABLE
OF

SUCCESSFULLY WITHSTANDING THE
FRICTION OF GUIDE FORKS.

ALL SIZES FROM 2 IN. TO 12 IN. WIDE.

STETSON
HATS

A New
FALL
STETSON

THE SINCERE CO., LTD.

HONGKONG EMPORIUM

NEW ADVERTISEMENTS.

TO BE LET.

TO LET.—Two 4 roomed European houses, Nos. 209 and 211 Praya East.—Apply to Property Office, Messrs. Jardine, Matheson & Co., Ltd.

LOST.

LOST.—String of Pearls at V.R.C.'s ladies' dressing room during late on Saturday. Will kindly please return it to Hon. Secretary.

NOTICE.

The authority of Mr. H. W. Lucas to sign for the undermentioned firm, is withdrawn from date.

Moller & Co. (Hongkong) Ltd.
ERIC MOLLER.
Permanent Director.
Hongkong, 1st October, 1921.

MARINE ENGINEERS' GUILD OF CHINA.

HONGKONG BRANCH.

Members are requested to attend the REGULAR MONTHLY MEETING to be held at the Guild Office, Sailors' Home, on Friday 7th October 1921 at 5.45 p.m.

IMPORTANT BUSINESS.

Northern Members are urgently invited to be present.
W. J. STOKES.
Branch Secretary.

NOTICE.

We have this day taken over in Hongkong and China, the sole representation of the Associated Machinery Corporation of New York, manufacturers of—

Power Shovel Crane and Excavator Combination
Trench Cutters, Ladder and Wheel type
Concrete Handling Equipment for Roads
Concrete Handling Equipment for Structures
Building Mixers
Canal Cutting Machinery
Transmission Towers

REISS & Co.
(Reiss Brothers Ltd.)
October 1st, 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents.

The COWIE HARBOUR COAL CO. LTD.

CITY HALL

5.30 p.m. THIS EVENING.

"THE NEW WORLD"

Speaker:—Dr. H. T. HODGKIN

Chairman:—H.E. Lt. General Sir G. M. KIRKPATRICK, K.C.B., K.C.S.I.

Meeting lasts one hour.

Questions invited.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday the 11th day of October, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of four Lots of Crown Land at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot No.	Area (Sqr. Yds.)	Area (Acres)	Approx. Value
1	11,368	25.8	11,368
2	11,368	25.8	11,368
3	11,368	25.8	11,368
4	11,368	25.8	11,368

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 6th Oct., 1921 commencing at 11 a.m. at No. 6 godown, Holt's Wharf, Kowloon

(for account of the concerned) 140 kegs Chequered Head Counters Sunk Wire Nails

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 7th Oct., 1921 commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Collection of Japanese Curios

Comprising:—
Satsuma vases, jars, Tea-sets etc. Bronze, Cloisonne and Tortoise shell ware etc. etc.

Also
A Selection of Silk Embroidered Kimonos.

On view from Thursday the 6th inst.

Catalogues will be issued.
Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 8th Oct., 1921 commencing at 11 a.m. at No. 21 godown of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon

10 cases Coffee pots
8 cases Kerosene Lamps
3 cases Shoe Polish
69 cases Glass-ware
1 case Cloth and Hair Brushes
1 case "holders"
1 Lot Matches

Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

KOWLOON CRICKET CLUB.

A BAND CONCERT AND DANCE

will be held in the grounds of the above Club.

ON
Saturday, October 8, 9.15 p.m.

Band of Wilts Regt.
by kind permission of Lieut. Col. Wyndham and Officers

Admission \$1.00
by permission of The Government

NOTICE.

We have removed our offices to fourth floor, Bank of China Building, No. 4 Queen's Road Central.

WRIGHT & HORNBY.
Hongkong, 1st Oct., 1921.

NOTICE OF REMOVAL.

We have this day removed to 2nd floor of Bank of China Building, 4 Queen's Road Central, Entrance Duddell Street.

Dated 1st October, 1921.
PITTENDRIGH RUMJAHN & CO., LTD.

NOTICE OF REMOVAL.

We have this day Removed to the first floor on the top of The Bank of China, No. 4 Queen's Rd. Central, entrance in Duddell Street.

RAMSEY & CO.
Hongkong, 1st Oct., 1921.

NOTICE OF REMOVAL.

Notice is hereby given that we have removed our offices from Hotel Mansions to No. 4, Queen's Road Central, fifth floor, on top of the Bank of China, Ltd.

GETZ BROS. & CO. OF THE ORIENT, LTD.
Hongkong, 1st Oct., 1921.

POLO GYMKHANA.

A Polo Gymkhana will be held on the Polo Ground on the afternoon of Wednesday, the 12th October, at 4 p.m. The events are open to the Members of the Hongkong Polo Club and the visiting Shanghai Polo Team.

This Gymkhana will be preceded by a four chukka Polo Match commencing at 3 p.m., between a Shanghai Light Horse Team and a Hongkong Team, representing the Army (Past and Present).

The Public are cordially invited to attend.

Playing days this week will be on Monday, Wednesday and Friday.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty-Fifth Ordinary Annual Meeting of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 8th day of October 1921 at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1921.

The Transfer Books of the Company will be closed from 1st to 8th October 1921, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, 23rd Sept., 1921.

OFFICIAL NOTICE.

Proposal to Change a Ship's Name.

We The Indo-China Steam Nav. Co., Ltd. of London hereby give notice that in consequence of uniformity in naming the vessels of the Indo-China Fleet, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894 in respect of the ship "Yanna" of Hongkong official number 151423, of gross tonnage 3372.41 tons, register tonnage 2062.91, heretofore owned by Nicholas E. Ambatielos-Cephalonia-Greece, and since by the Indo-China Steam Navigation Company of London, for permission to change her name to "Mausang" and to have her registered in the new name at the Port of Hongkong as owned by The Indo-China Steam Navigation Company Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 1st day of October, 1921.
(Signed) JARDINE MATHESON & CO., LTD.
General Managers.

ON THE WATERFRONT

San Francisco Business Men Sail On Far Eastern Tour.

The commercial excursion to the Far East by a party of San Francisco business men and their wives and families under the auspices of the Chamber of Commerce of that city is being made on the Pacific Mail Steamship Company's steamer Empire State, which sailed from the Golden Gate on Saturday last. The tour will take three months to complete and the palatial Shipping Board steamer will be the home of the trade missionaries for that time. All the Far East will be visited and time will be taken at each port for the business leaders of San Francisco to meet the prominent citizens to learn the political situation and to discuss the possibilities of promoting a sound reciprocal trade. The tourist attractions of the various countries to be visited will not be overlooked and as much sightseeing as time will allow for will be done. The party will first stop at the Hawaiian Islands and then will come on to the "wonderous East," Japan, China, Hongkong, Straits Settlements, Java, Indo-China and the Philippine Islands will follow in that order.

The Empire State will call at her usual schedule ports until after leaving Shanghai. From there she will come direct to Hongkong instead of calling at Manila en route to this port. At Shanghai the vessel will remain in port long enough for the tourists to visit Peking to spend a few days there on business and pleasure bent. The Empire State will reach Hongkong on November 6, according to the time-table of the tour, and she will be in port for two and a half days. On November 8 she will sail for Singapore, Sourabaya, returning from there to Saigon. Manila will be called at next, the vessel being due back at Hongkong on December 3. She will remain here for five days to load for the Pacific Coast, sailing on December 9 for Shanghai, Honolulu and San Francisco. Japanese ports will be omitted on the home run to allow the Empire State to arrive at San Francisco before Christmas Day. The vessel will be speeded up right along and it is likely that she will appear at Hongkong on the return journey a day or two ahead of the date scheduled. Canton and the West River will be visited during the stop-over of the ship at Hongkong.

Fire On Lake Gitano.

Spontaneous combustion in the bunker coal of the steamer Lake Gitano caused a small fire on the steamer while she was in port at Sourabaya on her present voyage to Java and East India. About 200 tons of coal had to be unloaded, but the damage to the ship was nothing to speak of. She has proceeded on her voyage, the Hongkong agency of the Pacific Mail Steamship Company has been advised.

SHANGHAI WEDDING.

Oswald-Wheen.

A quiet wedding took place at Union Church, Shanghai, on Sept. 28th, when Miss Olive Margery Wheen was married to Mr. John Oswald of the Chinese Customs by the Rev. Donald MacGillivray, LL.D., the civil ceremony being performed by Sir Everard Fraser, K.C.M.G., at Miss Majesty's Consulate-General in the morning.

The bride, who was accompanied by her father and mother, Mr. and Mrs. Edward Wheen, wore a dress of French applique over flesh-pink georgette and a silk net veil. The bridesmaids and pages were Miss Edna and Master Edward Wheen, niece and nephew of the bride, Miss F. Mann and Master C. Gordon, a charming little group in pale yellow tulle. Mr. P. L. L. Hill was best man and the bride's brothers, Messrs. Alan and Leslie, acted as ushers. A large number of the bride's friends attended the church and among them was a contingent of the Girl Guides, of whom Miss Wheen is captain. The reception was held at Dennart Estate, after which the bride and bridegroom left for Weihaiwei.

SINGAPORE TRAMWAYS.

Without considering the report of Mr. Lyson, the expert from Rangoon, Singapore Municipality will offer £180,000 sterling for the acquisition of the tramways, less the cost of putting the plant in good running order. Subject to verification, the stores are at present valued at £58,000. This is a final "take or leave" offer.

TO-DAY'S MISCELLANY.

Many people in England enriched by the War are seeking to live up to their newly-acquired social position by adopting crests and other armorial bearings. This they are perfectly entitled to do. The Herald's College charges about one hundred guineas for providing aspiring nonentities with a brand new coat of arms; but there is nothing to prevent people from designing their own, and displaying it wherever and whenever they think fit. The one thing necessary is to remember to take out the necessary license, which costs one guinea a year, or twice that sum if the crest or other insignia is emblazoned on a carriage or motor-car. Failure to do this will very likely lead to the neglectful one being summoned and fined, for the Inland Revenue officials have sharp eyes. Nor is it necessary for the armorial bearings to be your own. You may be wearing a signet ring with somebody else's crest engraved on it, but you are liable all the same. So you are also if you possess a silver spoon or two similarly decorated, or a couple of antique oak hall chairs, possibly picked up at a second-hand furniture shop, but with some departed owner's crest carved thereon.

Dr. Silk, of Dartmouth, has resolved to sell his collection of books, prints, autographs, and relics relating to Napoleon at St. Helena. It includes first editions of all the standard books inspired by the man and the epoch, with the addition of others more rare. Among these is a copy of "The Last Phase," by Lord Roseberry privately printed twenty years ago. A holograph note written by Napoleon and addressed to Montholon refers to the memoirs which the dethroned monarch dictated to his secretary. He writes in pencil on a sheet of notepaper (the spelling is Napoleon's): "Remettez-moi la note sur les sieges de Paris. Cherchez ou vous laissez un état de situation de l'armée Anglaise sur un grand feuille de papier écrit de la main de Gourgaud." ("Send me the note on the sieges of Paris. Find out where you left a report on the situation of the English Army—on a big sheet of paper in Gourgaud's handwriting.") Captain Murray served for a time on the St. Helena Station, keeping watch and ward over the imperial captive. He visited the room in which Napoleon lay dead and made a pencil drawing, which will be included in the sale. Another interesting item is a lock of Napoleon's hair presented to his doctor. It is accompanied by a certificate signed by Dr. John Stokoe: "This is a portion of a lock that was given to me by Napoleon on the 21st of January, 1819, the day that terminated my attendance on him at Longwood."

The late Jules Huret's work "En Allemagne" throws a sidelight on the methods employed when paying huge indemnities in gold. Visiting Frankfurt in 1909, Huret interviewed the head of a banking firm which acted as intermediary for payment of part of the two hundred millions sterling exacted from France after the Franco-German War. "On one occasion," said the banker, "I received a cheque for £1,600,000 from the French Government. A cheque for this amount is not seen every day, and it is treasured at our bank as a document of historic interest. It required so many stamps that slip after slip had to be affixed until it grew to a length of nearly seven metres. Having obtained the necessary amount of bullion, I conveyed it to the Prussian agency, and informed the official in charge that I had £1,600,000 for him. 'Hard it over, and I will count it,' he replied. 'You will only count the bags, I suppose.' 'Oh, no, I must verify the contents of each bag.' 'Very well, I will wait while you do so.' There were ten conveyances filled with bullion, and after the official had been through a few bags it dawned on him that he had undertaken a task which would keep him busy for several days and nights without stopping to rest. 'I think, after all,' he said, 'I shall have to confine myself to counting the bags.' I burst out laughing at his discomfiture, and he had to join in."

Those who go about announcing that the coal strike has made the atmosphere of our city cleaner and clearer, says a Manchester man, will find some interesting support for their claim in a recent number of Cornhill Magazine. It is an echo of the Hungry Forties, and is to be found among some newly-published correspondence between Thomas Carlyle and Thomas Spedding. Writing from Chelsea on May 10, 1842, after a visit to Scotland, Carlyle says: "I stayed two nights in Lancashire, on the morning after my arrival in Liverpool I went over to Manchester and returned. The most tragic circumstance I noted there was the want of smoke (the fumes are evidently Carlyle's). Manchester was never in my time (third-part as clear). It is surely characteristic of Carlyle, this eye for atmospheric effect, and it is certain that the contrast between Manchester dirty and Manchester clean would require a far better in the morning. Of chemists everywhere, also, post free at 60 cents the vial from Dr. Williams' Medicine Co., 86 Szechuen Road, Shanghai.



Hongkong's Most Modern Picture Palace.
Entirely Under British Management.

VIVAN MARTIN

"LITTLE MISS OPTIMIST"

THE CHARMING VIVACIOUS LITTLE STAR IS AT HER BEST IN THIS BEAUTIFUL and THRILLING PHOTOPLAY of LOVE and SACRIFICE in 5 parts

Latest Gaumont Graphic. Various Comedies.

MATINEE PROGRAMMES.

5.15 p.m.

"THE SPORT OF KINGS"

2.30 p.m. and 7.15 p.m.—VANISHING DAGGER, 13 and 14 Eps.

Booking at Messrs. MEHTA & CO. (Tel. 951.)

Viyella Dressing Gowns & Pyjamas

CALL AND INSPECT THE MANY NOVELTIES WE ARE SHEWING



Just Received. Ultra Smart Range of Viyella Dressing Gowns Pyjamas to Match, in Assorted Shades with Contrasting Collar and Cuffs. Dressing Gown \$25.50 Pyjama Suit \$13.50

MACKINTOSH & Co., Ltd.

Men's Wear Specialist.
16, DES VOEUX ROAD. Tel. 29.

PINKETTES KEEP YOU WELL because by their occasional use daily regularity is ensured. They aid digestion, regulate the liver, prevent or dispel biliousness and sick headaches. Tiny, but thorough, they act as gently as nature. If constipated, liverish, depressed or ill-tempered try PINKETTES to-night. You'll feel better in the morning. Of chemists everywhere, also post free at 60 cents the vial from Dr. Williams' Medicine Co., 86 Szechuen Road, Shanghai.

Shipping to Europe, Australia, and other Ports.

& O.-BRITISH INDIA, APCAR

AND

EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA,
 INCLUDING NEW ZEALAND & OTAGO, AND PORTS
 RED SEA, SOYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
KHIVA	9,000	15th Oct.	M'les. London & Antwerp
DUNERA	5,400	18th Oct.	S'wre. Colombo & B'way
SARDINA	6,600	23rd Oct.	M'les. London & Antwerp
KARMALA	9,000	11th Nov.	M'les. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA 7,000 4th Oct. at 1 p.m. Calcutta via ports.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
ARAFURA	6,000	17th Oct.	Manila, Cebu, Singapore, S'wre. & B'way
ST. ALBANS	4,300	14th Nov.	Manila, Cebu, Singapore, S'wre. & B'way

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	5,400	5th Oct.	Shanghai only.
KARMALA	9,000	10th Oct.	Shanghai & Japan.
TORILIA	5,300	10th Oct.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Messengers and other goods will be received at the Company's Office on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc. apply to

MACKINNON, MACKENZIE & CO

Des Vaux Road Central.

Agents

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

TO
 TORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued to all Overland Common Points in
 U.S.A. and Canada.

WA MARU (Nagasaki direct) Saturday, 29th Oct., at 11 a.m.
 SHIMI MARU (Nagasaki direct) Saturday, 19th Nov., at 11 a.m.
 TORI MARU (Calling Manila) Saturday, 3rd Dec., at 11 a.m.
 SEILLES, LONDON & ANTWERP via Singapore, Penang,
 Colombo, Suez & Port Said.

KAMO MARU ... Friday, 14th Oct. at 11 a.m.

YO MARU ... Friday, 23rd Oct. at 11 a.m.

BURG via LONDON & ROTTERDAM.

HIO MARU ... Saturday, 22nd October.

MATSUYE MARU ... End of November.

VERPOOL, GLASGOW via MARSEILLES.

LISBON MARU ... Tuesday, 4th October.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIEKO MARU ... Tuesday, 18th Oct., at 11 a.m.

AKI MARU ... Tuesday, 15th Nov., at 11 a.m.

NEW YORK VIA PANAMA & CUBAN PORTS.

DURBAN MARU ... Thursday, 20th October.

DELAGOA MARU ... Friday, 23rd Nov.

NEW YORK via SUEZ.

BANGOR MARU ... End of October.

DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KAWACHI MARU ... Middle of November.

MAY via Singapore, Penang & Colombo.

AKITA MARU ... Monday, 17th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

BENTEN MARU ... Saturday, 15th Oct.

TOTOMI MARU ... Tuesday, 23rd Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMAKURA MARU (Calling Nagasaki) Wednesday, 12th Oct.

RIMN MARU (Omitting Shanghai) Wednesday, 12th Oct.

SHIDZOKA MARU ... Friday, 14th Oct. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293

K. H. KAMEI, Manager

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Japan	5th Oct.	7th Oct.	Java
Tjieboet	Java	7th Oct.	13th Oct.	S'hai, Japan
Haldis	Java	10th Oct.	16th Oct.	Java
Tjillwong	Amoy/S'hai	28th Oct.	31st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Saleier	Java	8th Oct.	15th Oct.	S. n P'isco, via Manila.

Through Bills of Lading issued to U.S.A. and Canadian
Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON VIA SUEZ.

S.S. "WRAY CASTLE"

Sailing about 8th November.

LLOYD TRIESTINO.Taking cargo on through Bills of Lading for Levant, Black
Sea and Danube Ports.FIUME having been re-opened for traffic, cargo is also
accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 7th November.

FOR SHANGHAI.

S.S. "PERSIA" Sailing on or about 22nd October.
Passengers' Luggage can be insured at the office of the Agents.**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service to

Sailing from Colombo to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1033.

Agents.

**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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This steamer is fitted with Refrigerating machinery, ensuring
 a plentiful supply of ice, fresh provisions etc. and has superior
 accommodation with Electric Light throughout and Electric Fans in
 the State-rooms. A duly qualified Doctor is carried. Reduced Fares
 Cargo booked through to all Australian, New Zealand and Tas-
 manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

Steamers	Sailing
London, Rotterdam H'burg & G'gow. Kentucky	8th Oct.
Genoa, London & Rotterdam City of Pekin	29th Oct.
London, Rotterdam & Hamburg City of Delhi	12th Nov.

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "PEMBROKESHIRE"	20th October.
"GLENIFFER"	22nd October.
M.V. "GLENGLYLE"	10th November.
"GLENDOLE"	20th November.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENAPP"	19th Oct.	GENOA, L'DON, R'DAM & H'BURG.
S.S. "CARNARVONSHIRE"	3rd Nov.	LONDON, R'DAM & H'BURG.
"GLENIFFER"	23rd Nov.	GENOA, LONDON, R'DAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

**INDO CHINA STEAM
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
S'hai & T'ian via S'wre	Waishang	Wed. 5th Oct. at 4 p.m.
SANDAKAN	Hinsang	Fri. 7th Oct. at noon.
SHANGHAI via Swatow	Hangsang	Fri. 7th Oct. at 4 p.m.
MANILA	Vuensang	Fri. 7th Oct. at 3 p.m.
BANGKOK	Leesang	Sat. 8th Oct. at 4 p.m.
STRAITS & Calcutta	Laisang	Sat. 8th Oct. at 3 p.m.
HAIPHONG via Hoibow Takang		Tues. 11th Oct. at 8 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to
 Calcutta, Penang and Singapore; returning from Calcutta
 steamers proceed via Straits and Hongkong to Japan
 occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
 with Electric Light & Fans and carry a fully qualified Surgeon.
 SHANGHAI LINE.—Sailings approximately every five days between
 Canton and Shanghai, sometimes calling at Swatow. Through
 tickets can be obtained and through Bills of Lading are issued
 all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by
 vessels with good passenger accommodation, sailings from
 both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers
 and cargo, calling at Hoibow when inducement offers.

HORNEO LINE.—Fortnightly sailings to and from Sandakan by
 two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS"
 both steamers having excellent passenger accommodation.
 Cargo taken on through Bills of Lading for Kudat, Jesselton,
 Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov.
 between H'kong & Tientsin calling at Weihaiwei & Chafoo.

BANGKOK LINE.—A weekly service is provided between Hong-
 kong and Bangkok, via Swatow, by four steamers fitted with
 up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Saturday,
 8th Oct., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
 SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOI & SHANGHAI	Sunning	6th Oct. at noon.
AMOI, M'LA, CEBU & T'LO Taming		8th Oct. at 4 p.m.
SHANGHAI & TSINGTAO	Shansi	8th Oct. at 4 p.m.
SWATOW & SINGAPORE	Kwelyang	9th Oct. at 10 a.m.
NEWCHWANG & TTSIN	Chinkiang	9th Oct. at 4 p.m.
SWATOW & SHANGHAI	Sinkiang	11th Oct. at noon.
SHANGHAI	Soochow	13th Oct. at noon.
H'HOW, PHOI & H'PHONG Kailong		15th Oct. at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	15th Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
 Excellent Saloon accommodation amidst ships. Electric Fans in
 Saloon and State-rooms. Regular schedule service between
 Canton, Hongkong and Shanghai (twice weekly) and Tsingtao
 (weekly), taking Cargo on through Bills of Lading to all Yangtze
 and Northern China Ports. Passengers are Landed in Shanghai,
 avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'wre.
 For Freight or Passage apply to

Telephone No. 35.

Hongkong Oct. 5, 1921.

BUTTERFIELD & SWIRE.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
 good accommodation for First Class Passengers. Electric Light and
 Fans in state-rooms and Saloon, and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haifoong	W. Couper	FRI. 7th Oct. at 2 p.m.
Haiphong	W.C. Pacmore	TUES. 11th Oct. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)
 Regular freight and passenger service
 between
JAPAN HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. MACASSAR MARU ... Sailing on or about 15th Oct.

For Moji, Kobe, Osaka & Yokohama.

S.S. SAMARANG MARU ... Sailing on or about 6th Oct.

For further particulars please apply to—

No. 3, Des Vaux Road Central.

Second Floor of Princes Building. Tel. No. 2205. **K. SUZUKI,**
Manager.

SHIPPING NWS.

N.Y.K. AND SHANGHAI RUN.
 The N.Y.K. is stated to be
 affected considerably by the low
 cargo rates offered by the Tankwa
 Yoko between Japan and Shang-
 hai, on which service the N.Y.K.
 had previously what amounted to
 little less than a monopoly.

ICHANG REFUGEES.
 The Indo-China & Amoy
 arrived in Hankow on September
 13 with an absolutely full load of
 refugees from Ichang. Every
 corner of the decks was packed to
 the utmost of its capacity with
 the frightened citizens.

GERMAN SHIPPING SPORT.
 In the first three months of
 this year Hamburg shipowners
 built new vessels of 36,000 tons.
 During May, June and July 15
 ships of a total tonnage of 166,000
 tons have been added including
 two steamers of 13,000 tons to the
 Hamburg-America line, three of
 24,000 tons for Hugo Stinnes,
 and 23,500 tonnage for the
 German Australian Company.
 At present 18 vessels are being
 finished, of which five are for the
 Hamburg-America line.

To United Kingdom and Con-
 tinent—Conditions on this berth
 remain as we last reported and
 we are afraid there is every
 likelihood of their continuing—so
 that prospects for the Autumn can
 hardly be called encouraging.
 To United States, Overland and
 via Canals: The situation here as
 regards exports is worse than it
 has ever been and steamers are
 receiving very poor support, as far
 as Shanghai and North China car-
 go is concerned—general cargo is
 practically "dead" and there is
 only a little tea going forward
 now. The Trans-Pacific Freight
 Bureau has put the "Ocean" rate
 on tea down to \$46.00 per ton,
 temporarily for the balance of
 September and October—Coast-
 wise—Trade is very dull on the
 China coast and there is little or
 no chance to report since last
 writing—there are signs, how-
 ever, of cargo moving from the
 Northern Ports early in October
 for which a few fixtures have
 already been made.

SHIPYARD LABOUR DISPUTE.

The Secretary to the Ministry
 of Labour announces a board of
 arbitration has been set up under
 the Industrial Courts Act, 1919,
 for the settlement of a dispute
 which has arisen between the
 Shipbuilding Employers' Federa-
 tion and the various shipbuilding
 trade unions, covering riveters,
 platers, shipwrights, blacksmiths,
 etc. Sir Wm. Mackenzie, K.B.E.,
 K.C., has been appointed by the
 Minister of Labour as chairman
 of the board. The other members
 are Mr. Jamies Fullerton, K.B.E.,
 nominated by the employers, and
 Councillor G.J. Rowe, nominated
 by the workpeople. The dispute
 between the Parties arose out of
 a proposal made by the Ship-
 building Employers' Federation
 on behalf of the employers in the
 various shipbuilding centres
 throughout the country for the
 withdrawal of certain advances
 in wages which were granted
 during the war to men employed
 on the building of "standard"
 ships, and which were sub-
 sequently extended to men on
 merchant shipbuilding.

CURIOUS CASE OF SHIP'S

CARPENTER.

A somewhat unusual type of
 case has been decided at the
 West Hartlepool County Court.
 The plaintiff was a ship's carpenter
 who claimed £100 from the
 shipowners who employed him,
 for wrongful dismissal. It seems
 he signed on for a "voyage not
 exceeding three years, to end at
 some port within home trade
 limits." He was discharged with
 the rest of the crew at Mombasa,
 their places being taken, it was
 stated, by coolies. The Judge
 who tried the case said the three
 years did not expire till the end
 of 1922, and he had to decide
 whether the captain could, in the
 circumstances, be said to have
 brought the voyage to an end in
 Mombasa. He did not agree with
 the suggestion that the ship was
 really engaged on a succession of
 voyages, each complete in itself,
 and that at Mombasa one of the
 voyages came to an end. The
 "voyage" contemplated by the
 articles under which plaintiff
 signed on comprised, he held, the
 whole enterprise on which the
 ship was to be engaged from the
 time she left England to her re-
 turn home again, such enterprise,
 being that of trading from port to
 port abroad, and this enterprise
 had not been abandoned. There-
 fore, he ruled, the "voyage" con-
 templated by the contract was
 still continuing. Plaintiff was
 engaged for the whole voyage,
 and had been discharged without
 good cause before it was brought
 to an end. He was, therefore,
 entitled to damages for wrongful
 dismissal, and was awarded £30
 and costs.

HONGKONG STORM SIGNAL CODE (Local).

Revised on 1st June, 1920.

SYMBOL	MEANING
1.	(A) typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.	Gale expected from the North (N.W. to N.E.)
3.	South (S.E. to S.W.)
4.	East (E.E. to E.W.)
5.	West (W.W. to W.E.)
6.	Gale expected to increase.
7.	Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 15 seconds at the Water Police Station and repeated at the Harbour Office.

SYMBOL	MEANING
1.	White
2.	Green
3.	Yellow
4.	Blue
5.	Purple
6.	White
7.	Red

The Night Signals will be displayed, at sunset, on the Royal Observatory, on the lower of the Railway Station, on H.M.S. Terminus, and on the Harbour Office. They will have the same significance as the day signals.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbour a cone will be exhibited at the following stations:

SAU KI WAN	SAU KI WAN
WAI LUN	WAI LUN
WAI LUN	WAI LUN
WAI LUN	WAI LUN

CHINA SEAS STORM SIGNAL CODE.

Operative in Hongkong from the 1st June, 1920.

For signals made by means of certain symbols, each corresponding, for certain purposes, to the above.

1.	2.	3.	4.	5.	6.	7.
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The signals are hoisted at the various points and marked of the Storm Signal Station, on the lower of the Railway Station, on H.M.S. Terminus, and on the Harbour Office.

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QUESTIONS FOR WASHINGTON CONFERENCE.

American Press Conjectures.

The American press with singular unanimity publishes the expectations that prevail in regard to the subjects the American Government hopes to have discussed at Washington. They include:

(1) The territorial integrity of what we know as Russia.

(2) The open door and equal opportunities for economic activities in Russia, the Powers acting as trustees until Russia has recovered and established a central representative government.

(3) Formal guarantees of the open door and equal opportunity in China.

(4) The territorial integrity of China, and the substitution of international co-operation for the past practice of seeking selfish monopolistic advantage.

It is understood that the American Government entertains the view that the condition of China, politically and economically, makes it imperative that, if not actual assistance, shall be given to China in order that she may better effect internal administrative, fiscal and judicial reforms.

CHINESE QUESTIONS.

The topics expected to be embraced under the Chinese category are:

(1) The revision of the Customs tariffs, so as to allow China a more equitable revenue from this source, but involving the abolition of the tariff.

(2) The reform of the currency.

(3) The modification of the extrajurisdictional jurisdiction of foreign Powers in China, provided China adopts a modern civil and criminal code.

(4) The substitution of a national police force for the standing armies of China.

Washington correspondents emphasize the belief of experts that the United States will enter the conference with a programme prepared as if the Anglo-Japanese Alliance did not exist. It is believed that, if the United States can obtain certain guarantees from Great Britain and Japan, the State Department will not oppose the renewal of the alliance.

THE TIBET QUESTION.

The British Minister at Peking has pressed the Chinese Foreign Office for the opening of negotiations regarding the Tibet question. The Chinese Foreign Minister said that he would be prepared to open negotiations if Great Britain would be ready to revise her former contentions.

WEATHER REPORT.

Oct. 5d. 10h. 35m.—Warning to Hongkong Coast Ports, etc.—A typhoon of unknown intensity within 60 miles of Lat. 18° N and Long. 135° E, moving N.N.W.

Oct. 5d. 10h. 30m.—Pressure has increased considerably in the extreme north, the Mongolian anticyclone having strengthened. It has increased moderately at Guam, and decreased slightly at O-hima and the Bonins, owing to the advance of the typhoon on a N.N.W. track.

Fresh monsoon may be expected along the Coast of China, and over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1st, 95.33 inches, against an average of 77.06 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap fresh: fine.

2 Formosa Channel N.E. winds, strong.

3 South coast of China between H.K. & Lamoocks. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, Oct. 5, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

HONGKONG HOTEL
REPUSE BAY HOTEL
PENINSULA HOTEL (Kowloon)
HONGKONG HOTEL GARAGE

TOWN GARAGE & SHOW ROOMS
RUSSELL STREET GARAGE

REPUSE BAY GARAGE

KING EDWARD HOTEL.

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RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	W. L. Aug. 30	W. L. Aug. 31
Wuchow, West River	+79.50	-2.42	29.00	29.40
Kongmoon, "	+14.70	-0.80	6.90	7.60
Linkow, North "	+57.00	0	8.50	—
Samsui, "	+27.25	-5.00	8.00	8.10
Sheklung, East "	+15.15	-0.95	3.61	4.00

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3rd to 9th Oct. 1921.

Day	High Water	Low Water	High Water	Low Water
Mon. 3	10 10 51	4 11 17	10 10 51	4 11 17
Tues. 4	10 11 44	4 12 10	10 11 44	4 12 10
Wed. 5	10 12 37	4 13 03	10 12 37	4 13 03
Thurs. 6	10 13 30	4 13 56	10 13 30	4 13 56
Fri. 7	10 14 23	4 14 49	10 14 23	4 14 49
Sat. 8	10 15 16	4 15 42	10 15 16	4 15 42
Sun. 9	10 16 09	4 16 35	10 16 09	4 16 35

in morning; a afternoon

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Agents.ILL-FATED LOVE OF
A CROWN PRINCEMore Light on Austria's
Royal Tragedy.

There is no doubt that the deaths of Crown Prince Rudolf of Austria and his lady friend, the Baroness Mary Vecsery, were due to suicide, not murder.

In this decided manner a Vienna journalist, who was on good terms with the Crown Prince, sets out the truth regarding this tragedy of the Austrian dynasty. As proof, he points out in the *Neue Freie Presse* that the Crown Prince and the Baroness wrote farewell letters—the Crown Prince to his wife and his friend Count Szegey; the Baroness to her mother. The letters contained the full story of their unfortunate love.

It was very hard for the Emperor Francis Joseph to admit that his only son had committed suicide, in view of his religious feelings as a Catholic, and the Emperor consented to the publication of the full truth two days after the catastrophe, while at first the official story of the death described it as a hunting accident.

KING EDWARD'S INTRODUCTION. Now, for the first time, reliable

information is vouchsafed that the acquaintance of the Crown Prince with the Baroness was brought about by the intermediary of the Prince of Wales, subsequently King Edward.

The Prince had become acquainted with the Vecsery family at Cairo, and again met the Baroness Vecsery in October, 1889, in Vienna, at a race meeting. The Prince introduced his friend Rudolf to Mary Vecsery, who at once made a deep impression on the Crown Prince.

Shortly afterwards the Prince of Wales left Vienna to avoid meeting the Emperor William, who was paying his first official visit to the Austrian Court. In explanation to his friends the Prince stated that he was not on good terms with William, and therefore preferred not to stay in Vienna during the Emperor's visit.

Interesting and hitherto unpublished details are given in the report concerning the surprisingly advanced views of the Crown Prince, who foresaw that in future the European monarchies were bound to become republics. In reference to this the Crown Prince once remarked that if he should be expelled from Austria he would take service in the French Republic.

"THE MOST LAMPOONED
MAN IN GREAT BRITAIN"

A Sketch Of Lord Curzon.

The most lampooned man in Great Britain is Earl (or rather Marquis, as he has just been made) Curzon of Kedleston, Foreign Minister and for some time a prospective delegate to the Washington Conference—that is how an American journalist sees him.

He doesn't seem to see anyone outside of his set. If a man is of ordinary height, he looks over him. If he's too tall for that, he looks through him—just as if he weren't there.

Lampooning doesn't bother Lord Curzon; if he notices it, he thrives on it, says that writer.

It began in his Oxford student days when he went there from Eton, the elder son of the Reverend Alfred Curzon, a preacher and fourth Baron of Scarsdale. Young Curzon won honours in college, but he also won this brickbat:

My name is George Nathaniel Curzon.

I am a most superior person.

My hair is black, my face is sleek.

I dine at Blenheim once a week.

At 26, Lord Curzon became Assistant Private Secretary to Marquis of Salisbury, who a short time later became Premier. Then Lord Curzon was elected to Parliament as a Tory and began to make his mark in the Commons.

As a result he was made Under-Secretary of State for India in 1891 and Under-Secretary for Foreign Affairs in 1895. He travelled extensively in the Orient, this experience coming in handy in 1898 when he was made Viceroy of India and also created an English peer.

In 1895 he wed the beautiful and rich Mary Leiter, daughter of old Levi Leiter, multimillionaire grain plunger of Chicago and Washington. Three daughters were born to him of that marriage, the eldest recently marrying a member of Parliament.

Lord Curzon as Viceroy proved a strenuous ruler. He completely overhauled and speeded up the governmental machine. His career came to an end when he had a dispute with the Commander-in-Chief of the Indian army about matters of military policy. Lord Curzon resigned because the government did not support him.

LEADER IN COMMONS.

He was made an Earl in 1911 and entered the Government once more during the war. He became Lord President of the Council and leader for the Government in the House of Lords.

It was during the war that Lord Curzon and Lloyd George, once enemies, became fast friends.

As Secretary of Foreign Affairs, Lord Curzon has come into conflict with Lord Northcliffe, who has vehemently opposed the appointment of the "pompous and pretentious" minister as a disarmament delegate.

It is stated to have been Lord Curzon who lately called off the British Embassy banquet to Lord Northcliffe in Washington.

Should Lord Curzon go to the conference at Washington, he may take the present Lady Curzon, who, like her predecessor, is an American.

The first Lady Curzon died 15 years ago. Lord Curzon married again in 1916, his bride being a daughter of the late Mr. J. M. Hinds at one time American Minister to Brazil. She was the wealthy widow of the late Alfred Duggan of Buenos Ayres.

In their great house on Carlton Terrace, the Curzons are noted for the splendour of their entertainments.

CHEFOO HARBOUR
OPENED.

The Chefoo Harbour Improvement Commission and the Netherlands Harbour Works Co. cannot but have a feeling of intense satisfaction as they reviewed the whole of the proceedings in connexion with the ceremony for the opening of the Harbour, writes the Chefoo correspondent of the N.C.D.N. under date the 14th inst. Everything passed off most successfully.

A little after 9.30 a.m., there was a scene of animation on the jetty. Drawn up alongside were three big tugs of the Netherlands Harbour Works Company and beside them were launches to convey the guests to the Breakwater. Amongst the numerous guests were H. E. the Dutch Minister and Sir Francis Aglen, K. B. E., the Inspector General of Chinese Maritime Customs.

THE BREAKWATER.

When the photographs had been taken, the visitors walked along the Breakwater. This is a huge piece of work some 2,600 ft. long. Built on a rubble foundation with a superstructure wall, the lower part being constructed of gigantic blocks of masonry set in regular order and the upper part of monoliths built in situ, it provides for the harbour just that protection from the severe gales that it requires. The parapet at the top prevents the spray from coming on to the top of the Breakwater. Including the parapet, the total height between the base of the foundation mound and the parapet top is 51.12 ft., while the width of base of foundation mound ranges from 117 to 133 ft.

The walk along the top clearly showed how tremendous was the construction and how powerful a protection it affords. It is indeed a most wonderful piece of work and now that it is completed Chefoo residents realize more than they have done what a gigantic undertaking has been successfully put through by the Netherlands Harbour Works Co. Having walked the full length of the Breakwater visitors were then transported to the Quay Wall. This and the Mole were surprises to most people. From the shore they look somewhat rough and rudely constructed, while there have been those who have wondered whether they would stand the onslaughts of a severe Chefoo gale. But they are solid constructions.

The Mole, connected with the shore, consists of a mound of sand covered by brushwood constructions which are called "zinkstoks" and are ballasted by rubble. So thoroughly has the work of construction been done that nothing of the brushwood can be seen. Above low water mark the work is constructed in rubble, while the superstructure is surmounted by a parapet of masonry and upon the crown a macadamized road and railway track have been laid. The railway lines were a great surprise to visitors who had no idea that they were laid, and many were the facetious remarks made as to the running of the Chefoo-Weibstein Railway.

The quay wall is constructed similarly to the Breakwater, having blocks of masonry with a backing of rubble. Each end of it is formed by a caisson of reinforced concrete, containing something like 167½ cubic yards of that material. From the sides of the Mole and Quay wall sloping down to the sea-bottom have been deposited thousands of tons of huge stones, 1,500 tons a day having been placed there during the last few months. These break the force of the waves most effectively, so that in the heaviest of storms the waves really do not break on the sides of the Mole.

THE FIGHT FOR ICHANG.

The Prize at Stake.

We did not know how near the Szechwanese were to striking a blow for Ichang till a week past on Friday. (2nd inst.) when we heard the sound of a battle proceeding not very far from the city on the other side of the river, writes the Ichang correspondent of the *Szechwan Mercury*.

It continued from then till Sunday morning, when the southerners made a supreme effort, and drove the northerners right into the river. It is reckoned that 200 soldiers could not find means of transport across and were drowned, while the total casualties for the two sides are considered about 1,000. The Southerners secured some machine-guns, one field gun, which was fished out of the creek, and about 500 or 600 rifles. They got rid of all the enemy forces from that side and now hold the Southern bank, where some snipers have been posted whose rifles can be heard at times, and it is said that they have killed several soldiers as well as civilians on this side of the river.

The next attack came from the northeast, and that started on Monday, and has continued all the time, with very little stoppage since that. There have been times when the Southerners have retired, evidently for the want of sufficient forces to hold the ground they have taken, and once they are said to have lost considerably, as a soldier told me they had captured 100 of the Southerners and reckoned that 800 had been killed.

A very heavy attack developed on Friday night (2nd inst.) and there is no doubt that the Southerners have been very near to getting through the defences of that part of the town. They kept up the attack till last night and captured a temple, which was part of the defences, but they have apparently had to withdraw again to get more reinforcements. They are not far away, and to-day we can still hear rifle and cannon fire.

Of course we wonder what it is all about: for no one supposes that the Chinese have suddenly taken such an interest in their oppressed brethren in Hubei as to send an expedition all the way from Szechwan to relieve them. The fact is that it is supposed that the revenues of the city are a greater attraction to the distress of the political yoke of the North. There is a very considerable salt revenue here, and when likin and land tax are added to that, there is a nice juicy plum to be sucked by the military men of Szechwan.

Coolies are big impressed wherever they are found, and the result is that it is becoming increasingly difficult to purchase supplies. There is thought to be a good supply of rice in the town but vegetables, meats and eggs, and all have soared in price, so that people are really being fleeced all round.

The town is almost beleaguered, except for the foreign steamers, as a live craft dare not move: even if they move in the harbour they are sure to be fired at by one side or the other. Such a case was to be seen yesterday at midday, when a venturesome boat was in the middle of the river being peppered at from both sides. Eventually it came alongside and the Northerners stopped firing at it.

Every precaution has been taken by the consuls and commanders of the gunboats in port, and armed guards have been landed to protect foreign life and property in the event of a debacle occurring.

Two Chinese gunboats are now in port, the Chi Tung and the Kiang Li, but they have not yet taken any part in the fighting, and

they do not seem to have been molested by the Southerners. But it may be hard from them on the other side just to make out what they are: in any case they have anchored well above the foreign part of the town, so if they enter into an engagement, foreign property should not suffer much from return fire.

The British and Japanese Consuls, Messrs. Smith and Kusa, did a very good action in trying to make peace between the contending parties, and they did it at great risk to themselves. They were shelled by a Northern out-post on their return journey, and so had to land and wandered about till midnight before they came to the headquarters of the Southerners on the opposite side of the river, where they spent the night. The two generals are at Nanto, but both refused to have anything to do with peace negotiations. One of them is a Hupeh man, and he it was who said that he would fight to the bitter end—but we shall see. The other said that he could do nothing without the authority of the Commander-in-Chief of Szechwan, that is Liu Hsiang, the Tuchun, or whatever he styles himself.

The place is certainly a difficult position, but one is inclined to think that there is plotting and counterplotting for the Northerners should not have been driven from their positions across the river, which are simply impregnable; so are the defences on this side, but if there is sufficient pain oil, I suppose they will be held lightly enough to let the other men get in. After all there is not very great principle at stake, and it will be six of one and half a dozen of the other whoever wins and holds Ichang.

Meantime the people are terror-stricken and have fled from the city in thousands. This is the pitiable thing about all this military strife, for the common people have nothing whatever to do with it, and only wish to be left alone and allowed to get on with their business. So houses are closed up, and the inhabitants are fleeing, so that the whole place is in confusion and may remain so for months to come now. Schools have not been re-opened since the holidays, as it was just about time to do so when the strife began, and it may be that most of this session will be lost.

WITHOUT PREJUDICE.

Man at Yarmouth—He kicked my cat off his doorstep and anyone who kicks my cat kicks me.

Wife at Bow Street—When my husband has too much to drink you cannot tell whether he is intoxicated or sober.

Willesden Magistrate—You must take your husband as he is with all his defects and virtues—if any. Wife—Mine has more defects than virtues—if any.

Mr. Wilberforce, the Old Street Magistrate—You are not privileged to use bad language to your wife in the street. You can in your own house if you like.

A young man asked the Tottenham Magistrate if he could have a separation from his wife if he left her. Magistrate—Yes, there are more ways than one of killing a cat. Man—Oh, no! I dare not kill her, although she deserves it.

Heard at Willesden—I put my hands to strike her, but on second thoughts I brought her to the Court instead.

Man at Ealing—I was just going to see about some work which was offered to me two years ago when the policeman arrested me.

Tenant at Ealing—I want a summons against an ejectment to quit.

Man at Shoreditch County Court—My wife lives with me. I can call a witness to prove it.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"PAWLET"

having arrived from Portland, Ore., via ports, on 29th inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., Nos. 16 and 17, Kennedy Town Fraye, Hongkong, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 2.30 p.m. Oct. 3rd by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Oct. 5th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC S. S. CO.

United States Shipping Board, Emergency Fleet Corporation.

Managing Agents,

THE ADMIRAL LINE.

5th Floor Union Building, Hongkong, 29th Sept., 1921.

NOTICE TO CONSIGNEES.

The Steamship

"KENDAL CASTLE"

From NEW YORK.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th Sept.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.,

Agents.

"I served a summons on him personally and by word of mouth."—At Ealing.

Woman at Wood Green—I consider myself her superior. I was married in a church, and she only went to a registrar's office.

Husband at Tottenham—I have been in the Navy, but my experience of married life is that it is worse than being in the Navy.

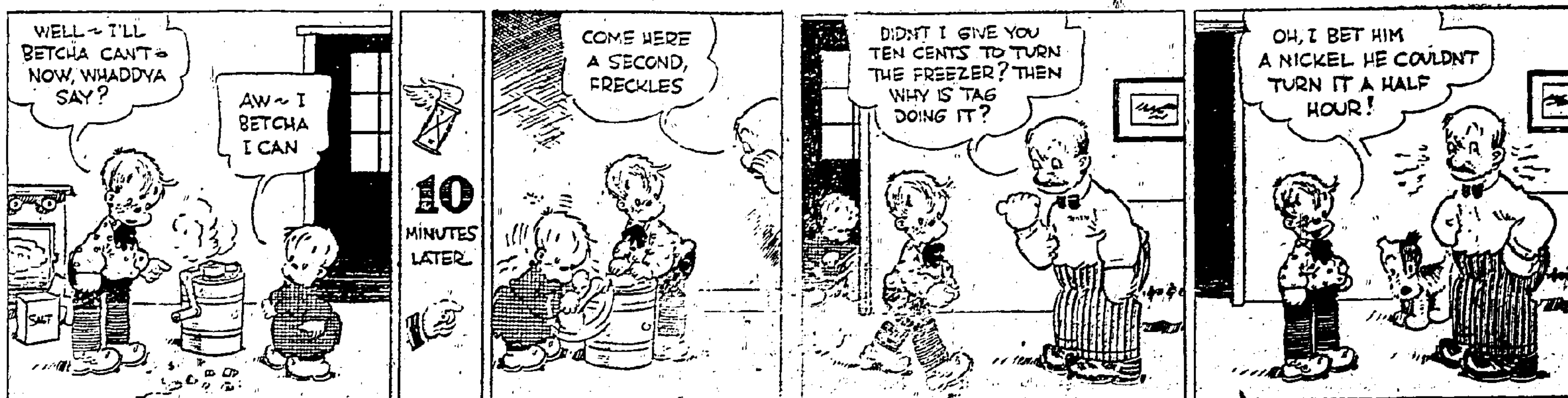
Reverell at Acton—I suppose it is all right or the gentleman would not have taken me to the police station.

Man at Ealing—I want to ask this policeman a few cross questions, as I am ignorant of the law.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 3, 1921.

INTER-EMPIRE RELATIONS.

Conjecture has been busily occupied since the war with the question of the character of the future relations between the Mother Country and the Dominions in view of the latter's emergence from daughter communities into "sister States." The reports of the recent Imperial Conference, supplemented by the declarations of the Australian Premier in an interview at the close of the lengthy proceedings, enable us to visualise in some degree the form that Empire-Government is assuming. Let the nature of the recent gathering in Downing Street be compared with that of the triennial Imperial Conferences that took place before the war, and the process that has developed is unmistakable. Before 1914 the Imperial Conference was an advisory body of esteemed guests. The Dominion Premiers assembled in the British capital, conferred, and passed resolutions; the Home Ministers held themselves quite free to disregard the advice and often did disregard it. A conspicuous instance occurred at the time the fiscal debate raged, the Colonies being disposed towards a Reciprocity arrangement, but the then Premier, Mr. Asquith, declared that the door was "banged, bolted, and barred" against such discussion. Perhaps he was right on the particular point, but the attitude exemplifies the difference between inter-Empire relations then and now.

As Mr. Hughes says, the Colonies now expect "frank recognition of their common right" to an equal voice in the shaping of British international policy. They expect this, and in a broad sense at any rate it is freely accorded. The Dominion representatives do not limit themselves to the discussion of the general principles of foreign policy. They deal, "directly and in detail," with the great and urgent problems which confront the diplomacy of the British States. Differences emerge, as in most deliberations, but in the result all the decisions on foreign policy at the recent Conference were the decisions of a majority—a substantial majority. It may be said that the Pacific Conference, although formally emanating from Washington, was a result of the Conference.

This then is the new system by which the will of the British States in matters of foreign policy is ascertained and made effective. Complete freedom in the management of the internal affairs of the respective States is preserved while common action in matters concerning all is provided for. The Australian Premier, and with him probably the majority of the statesmen of the Empire, is against a written Constitution for the Empire. This harmonises with the case of the Mother Land, where there is no written Constitution in the sense of a single instrument. Certain phases of political development have been committed to writing; for the rest the Constitution has been a spontaneous growth. Perhaps the principle has disadvantages but it is one which has been found to correspond with the British genius.

NOTES & COMMENTS.

Big Improvement Scheme.

We were enabled yesterday to give a few details of the big improvement scheme contemplated at Quarry Bay from which it will have been learned that two very dangerous corners on the road to Shaikwan will be removed and the narrow road by the Sugar Refinery considerably widened. The road has always been considered highly dangerous at this spot, although before the advent of the motor car it did well enough. The new road will cut right through the hillside from the refinery gates to the foot of the reservoir, following a path which will intersect the tennis courts between the bachelor and married quarters. The improvements entail the entire rebuilding of the workmen's houses before one reaches the refinery, the removal of the Taihook Recreation Club to another site and the building of a large number of new houses for the refinery and dockyard European staffs. The road to Shaikwan will not only be made safer and better, but will be shortened somewhat by the elimination of a nasty hill and a couple of bad bends. The Tramway Company will appreciate the improvement, the motoring public will appreciate it, and so will everybody. One cannot help remarking on the long break there is between Bay View and Quarry Bay so far as houses or industrial enterprise is concerned. The North Point bathing beach has recently been purchased for the purpose of erecting a large sugar refinery, the Hongkong Steel Foundry has its smelting works hard by and it is safe to assume that these will see development one of these fine days, and it is not very hard to visualise a busy water front extending the whole way from Kennedy Town to Shaikwan. There is plenty of room for development, even though it will entail a large amount of work in building sea walls and in dredging. A busy waterfront of just over nine miles in length will yet be achieved, provided our Government grants the necessary privileges in the direction of land development.

The Macao Affair.

We would like to make a further reference to the Macao question in view of the news supplied us by our Macao and Canton correspondents. Whilst it was encouraging to learn that matters have resumed their normal appearance in the neighbouring Colony it was with more than a little regret that we were informed that the Portuguese are still engaged in military preparations and that the Chinese garrison at Chinsan has been strengthened. Such actions will bring the parties no nearer together for the purposes of effecting a lasting settlement. The four demands which have been presented to the Macao Government by the Cantonese authorities are not likely to be granted, especially the last one stipulating for the abolition of gambling. What the Portuguese care to do in their own territory is nothing to do with Canton and to have introduced this question into an official communication is to have gone outside their rightful province. To have confined their communication strictly to the subject matter of the dispute would have been far wiser on the part of the Cantonese. It is gratifying to learn that both parties are warm in their praise of the part played by the Commissioner of Customs, who seems to have been the one party urging moderation of action on both sides. It is, we are told, largely due to his efforts that a serious clash was prevented. But isn't it time some really definite proposal was made by either one side or the other? In matters like this it is procrastination that kills golden opportunities.

Civil Service List.

The Hongkong Civil Service List for 1921 has just made its appearance and a little inset slip explains that publication has been delayed pending the revision of the salaries of the clerical staff which have now been corrected to July 1st, last. In every respect save, perhaps, that relating to historical and statistical information which takes us up to only 1919, the present issue (the seventeenth of its kind) is replete with the latest information regarding our local civil service and it is possible to find complete lists of the holders of all the important government offices from the time when the Colony was first established. The salaries of the clerical establishment are set out in easily consulted

DAY BY DAY.

ONE WAY OF GETTING AN IDEA OF OUR FELLOW-COUNTRYMEN'S MISERIES IS TO GO AND LOOK AT THEIR PLEASURES.—George Eliot.

There was one case of paratyphoid fever reported yesterday which was the only case of notifiable disease.

A stall holder at the Central Market was this morning fined \$50 for using scales falsely adjusted to give him 50 per cent. profit on his wares. Inspector Alex Clarke, who prosecuted, said that defendant made an attempt to hide the scales when he saw him approaching his stall.

At the World Theatre on Friday afternoon is being shown "The Symbols of Sacrifice" for the last time and all who have not seen this picture should make a point of doing so. On Tuesday evening, in addition to many Boy Scouts and Cadets who were entertained by the Theatre, H.E. the Governor and Government House party attended.

We are given to understand that the British Legion (Hongkong Branch) propose to hold a Cabaret Dance for members and their friends at the City Hall on Friday, November 4th, at 9.15 p.m. It was hoped that this dance could take place on Armistice Day but the City Hall has been already booked and it was not found possible to adhere to the idea. An advertisement will shortly appear in our columns giving full particulars.

The new programme at the Hongkong Theatre includes a fine Paramount feature entitled "The Guilty Man" which is a drama of rare interest. It deals with a father's double standard of morality and the escape which the daughter finds for herself and her mother. In it Mr. A. H. Woods and Thomas H. Ince have worked to make one of the best pictures shown at the Hongkong for some time past. A very powerful cast sustains the story.

CARELESS BLASTING

Accident at Kowloon Dock.

A Chinese was yesterday removed to the Kwong Wah Hospital as the result of a serious injury he received when a piece of granite became dislodged during blasting operations at the Kowloon Dock.

The foreman who conducted the dynamiting operations was this morning charged before Mr. R. E. Lindsell with not taking proper precautions in his work.

Inspector Charles Aris said that another piece of stone hit a coolie on the knee. The blasting operations were conducted on the west side of No. 1 Dock in connection with the preparation of a new site for residences for the Dock's employees. The force of the charge was such that one piece of stone actually flew over the hillside and fell into the servants' quarters of the European houses at the back. The defendant should have covered the charge with heavy timbers, but when he (the Inspector) visited the place after the accident he did not find that such a precaution had been taken, with the exception of an iron grill which might have been used in connection with one charge, but was, of course, not sufficient to cover the six distinct blasts which were being fired at the time.

His Worship (to the defendant):—You nearly killed one man. If you had killed him you would have been tried for manslaughter. I fine you \$10 or four weeks.

HIS 31ST. RESCUE.

William King, a labourer in the service of the Woolwich Borough Council, has been presented with the Royal Humane Society's certificate on vellum in recognition of his bravery in rescuing from the Thames a five-year-old boy named Wallace. This was King's 31st rescue.

form, but perhaps the most useful section of the book is that detailing the record of the public service of local officers, which has been brought up to date as to the beginning of the present year. The work of compilation has been well done by the Colonial Secretary's Office and the book is well published by Messrs. Koronha and Company.

TRADE MARK CASE.

Can Late Alien Enemies Sue?

The question whether a German firm, in view of the Alien Enemy Restriction Ordinance of 1918, is allowed to bring an action in the Colony, was discussed at the Magistracy this morning when Messrs. Jebson and Company, of the Bund, Canton, summoned Messrs. Yuen Wah, exporters of Connaught Road Central, for selling blue shade dyes the trademark on which is similar to that of the complainants and was falsely applied.

Mr. M. H. Turner, of Messrs. Deacon, Looker, Deacon and Harston, appeared for the plaintiffs who are agents for the well-known firm of Badische Aniline Fabrik, and Mr. Leo d'Almada represented the defendants.

Mr. d'Almada said that in entering a plea of not guilty he must say that the principals and those connected with Messrs. Jebson and Company were German subjects and they were bringing this case into the Court in the name of His Majesty the King. He objected to the prosecution on six grounds:—

1.—The trade mark was not registered in the name of Jebson and Company.

2.—If the complainants were attorneys or agents for the registered owners they were not empowered or entitled to bring this case into Court.

3.—If they were entitled to bring this into Court they must do so in the name of their principals.

4.—If Jebson and Company were right, inserted in the charge as complainants that charge was bad because Jebson and Company were outside the jurisdiction of the Colony.

5.—Neither the complainants nor their principals could sue in this Court, being former enemy subjects and coming under the Alien Enemy Restriction Ordinance of 1918.

6.—In view of the provision of this Ordinance the Court acted *ultra vires* in issuing a warrant.

Continuing, Mr. d'Almada said that on the 29th his clients informed him that all their goods had been seized by a warrant issued by the Court. He understood that the warrant was issued on the application of Messrs. Deacon, Looker, Deacon and Harston not knowing then the identity of the complainants. Messrs. Jebson and Company, being a German firm and not being allowed an asylum here, could not come in and start proceedings against peaceful citizens of the King. Assuming that his Worship were to ask for the complainants, he submitted that his learned friend could not produce them.

Mr. Turner said that he could easily have replied to Mr. d'Almada's objections, which amounted to the fact that the complainants were enemy subjects. But they were registered as attorneys in Hongkong for the manufacturers, the Badische Aniline Fabrik of Germany. They were registered in Hongkong under the provisions of the Versailles Treaty and having thus registered were entitled to protection.

Mr. d'Almada suggested a formal demand for a week to enable the Magistrate to consider the points at issue and in the meantime he would give an undertaking not to sell any of the goods and on this undertaking he would ask that the warrant be suspended.

The hearing was adjourned for a week.

ATTEMPTED SUICIDE.

Young Portuguese in Critical Condition.

Francisco M. Franco, a young Portuguese, employed at Messageries Maritime Company's local office, yesterday morning attempted to commit suicide by cutting his throat and hands with a razor. He was taken from his father's residence at Green Island and removed by the Water Police to the Government Civil Hospital. His condition was described as being critical when enquiries were made this morning.

CANADIAN TEACHERS DEPART.

On the arrival of the Canadian Pacific liner *Corican* at Southampton this morning the 150 Canadian teachers, who have been touring the Old Country, and the Continent, will be entertained by the corporation before their departure for home.

ROUND THE TOWN.

By "Gadabout."

A couple of fellows some time ago were discussing a celebrated musician who recently visited Hongkong. They were pals and had both been together to hear him. But they were of different temperaments and one had enjoyed the concert while the other had been decidedly bored. The enthusiast talked of the masterly control which the performer exercised over his instrument, and of his high technique, and so forth, for about half an hour, and then wound up with the remark that he could not understand how there could be anyone who could possibly fail to be enraptured by his playing. His friend replied that, personally, he would sooner have a night at the movies, and at this sacrilegious remark the first speaker was so taken aback that he called for a lemon squash instead of a cocktail by mistake, and the things he said about the pictures cannot be written for fear the comps. might go on strike for being called upon to set up such bad language. But these artists who occasionally come to Hongkong and delight us with their classical pieces are sufficiently broad-minded themselves to appreciate the forms of amusement more favoured by the masses. I saw three of them in a local picture theatre a few evenings ago, and by all appearances they seemed to be very much enjoying it.

A number of the scribes of Hongkong are now expending their energies upon that all-important question of sanitation and most of them are writing in favour of a change in our present methods on the ground that it would mean less chance of spreading disease. I'll leave the *pros* and *cons* of this question to those who have already taken it up, but there is another little matter, which if it received attention would probably greatly lessen the chances of infectious diseases spreading. The matter to which I refer is our currency. Some of the notes which come into your possession, dirty, dilapidated and torn, and stuck

together with bits of stamp paper, must be carrying millions of germs, and it is probable that a great deal of disease is spread through their medium. These notes, being passed from hand to hand, no doubt, get into many queer places and the travels of some of them would probably make very interesting reading. There are some of them which perhaps go for years before being returned to the places from which they were issued and it is not altogether the fault of the banks that our currency is in such a disgusting condition. But if the banks would make it a rule always to issue new notes and never allow an old one to pass back again over their counters it would help matters very considerably. The notes circulating at Home are always fairly presentable; why can't we have them like that here?

The interport sports are over and Hongkong now has another trophy to add to the three interport flags already adorning one of the rooms in the V.R.C. Shanghai were no mean opponents and the Colony has done well to gain the successes it did. Good sportsmanship was shown by both parts throughout and the whole festival was a huge success. It was no small task that the popular and genial secretary of the V.R.C. had before him to look after all the thousand and one little things that had to be seen to, and the time and energy that he devoted to the event is perhaps not quite realised. Most of the work fell on Mr. Witchell's shoulders and, despite the numerous little difficulties which he had to face, the whole proceedings went through without a hitch. Of course, the other officials had a busy time too and much credit is due to them for the way in which they carried out their duties. The timekeepers were so enthusiastic that one was able to inform a pressman that His Excellency arrived on one day at 4.02.35 hours p.m. The judges also took a keen interest and are to be congratulated on the way in which they carried out their by no means easy task. But their decision in the ladies' high dive occasioned some surprise.

Between Ourselves

By Robt. MacWhirter.

Did I tell you that on Sunday Janet was head-cook and bottle-washer? Ay, I thought it would be last long. No, it was over good for that. Man, I've often heard it said, indeed I've said so many times myself, that the meat we get out here is no like the meat we get at home. Now, I know different. It's all in the cooking. I wouldn't like ye to think though that I'm handing out a bouquet or cracking up my wife's cooking wif' any ulterior motive in my mind. No, she and I have been quite friendly ever since last Friday. Nor do I want you to think that Janet holds diplomas for turning scones and the like, for, as she'll tell ye herself, she never had any time for you correspondence school way of wasting good food. Come to think of it, every woman instinctively can turn her hand to cooking and lots of them have succeeded fairly well as the health of their husbands do testify. Of course, it's often a very serious business—for the man—when the young wife gets first among the pots and pans and takes to learning Aunt Kate's Cookery Book worse than a Freemason swotting up his degrees.

I had a brother myself that served his time to be a piano tuner and who took it into his head to be a chef just as he was on the point of being able to make big money. From busting wires he took to learning French, and the fourteen ways there are o' cutting up a pigeon so as every customer gets the best part o' the breast and one of the legs as well. And he got that he could make Welsh Rarebit so hot that ye could either eat it or use it as a drawing poultrie, which ever way ye fancied. Ay, John got quite at home in the kitchen and is now in a big hotel in London, wears an imperial and looks quite French him having got the knack o' talking wif' his hands most o' the time. That just shows ye, incidentally, that ye never know what ye can do till ye try.

But I don't think Janet is over ambitious in that direction. True, she'd like to show her independence if it wasna for these kitchen stairs but all the same the boy that last Sunday lusted him-

self into our bathroom in mistake for the pantry was by far the best flower in the garden that day. Janet came across him first and after a bit of a collie-shag came ben the house and asked me what I thought. No' being a mind reader I mentioned the fact and said, 'I'd like to run the rule over him. So Mr. Ah Sin rolled along wearing a self-satisfied smile, a gold ring on the middle finger of his left hand and a healthy looking silver watch strapped to one of his wrists. He belong Peak side plenty long time and he wanted \$20 a month. He wanted more than that. He wanted to know full particulars of the hours we fed at, how often the brass was cleaned, if we'd a mop for polishing the floor, if I came home for biff: the while twirling the ring on his finger and looking suspiciously round the house. Janet, she answered "every question humbly enough till I asked her to produce for his inspection her marriage certificate in order that you particular lad wouldn't take it into his head that our menage was run on unconventional lines. That brought her to her senses and she got the true perspective right away, cut down his figure a bit, told him to get a good wash and start on the morrow. He then commenced to burn and haw about a coolie. Ay, he knew of a good strong coolie. As I pointed out though, we didn't want a Samson, the last one being on the strong side, him having broken nearly half a dinner set, no' to speak of quite a few of my best resolutions. But he saved the right kind o' lad, so we let it go at that.

You cookboy and his accomplice were on our pay roll exactly twelve hours and I'm counting in that period the time they spent in their bed. Man, you boy couldn't boil water for burning it and I know now what makes the Peak folk look so peaked and hungry. The coolie sprained his wrist badly handling a cluster but he managed to collect his pay at night. The cookboy lifted his also and a load off my wife's mind at the same time. If only of ye can recommend a good—but what's the use, they're all the blasted same nowadays.

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THE NOVELS OF
SCOTLAND.What to Read and to
Avoid.

If Mr. Robt. MacWhirter will allow me to say so, he is familiarising lots of people who are not Scots (but who seem to bear up wonderfully, just the same) with a number of Scottish words and Scottish idioms. He is not writing Scots as he might do, and can do, for a very obvious reason. As I see it, he wishes to reach alike the man whose knowledge of Scots is limited and the Scot himself. He provides a sort of half-way training house for the non-Scot which is also a meeting place for the Scot. True, George Douglas Brown warns us that "it's the half-and-half that Hell gapes for and owre they flap," but that lively place will gape a long time before Mr. MacWhirter need "tak' a thocht and mend."

Some Hints.

A remark made to me the other day, then, set me wondering how many of his readers who have given Scots books a wide berth in the past are now almost persuaded into trying them. I know of one, for he has asked me to suggest something at once modern and typically Scottish. I should recommend Neil Munro's "Daff Days," "The Lost Pibroch," "Jaunty Jock," and "Gillan the Dreamer." It is a black mark against English people that very few of them know Neil Munro's work though he is one of the half-dozen leading novelists of the day and a master of English prose. But, then, he has always resisted the lure of London and has not blown his own trumpet. Violet Jacob's "The Interloper,"

should be read. She is a Forfarshire lady and I think an exile from Scotland but she "canna break the bonds that God decreed to bind." D. S. Meldrum's "The Conquest of Charlotte," published some years ago by Blackwood, is also well worth reading. I need hardly mention the late George Douglas Brown's "The House with the Green Shutters" which stuck the Kail-yairders like pigs, as some one once wrote. In none of these is the Scots dialect at all fearsome and all of them are eminently worth reading. There are others, but they will keep till it becomes necessary to speak of them. But avoid the "Wee Macgregor" and "Oh! Christina" stuff; also the "Robbie Doo" stuff. The man who wrote "Robbie Doo" produced a history of Thornhill years ago and hardly anybody heard of it though it was a sound bit of work. Yet he makes a success of "Robbie Doo" because Hodder and Stoughton (as usual) boosted sloppy sentiment. That kind of stuff may be readable enough, but it is not the real stuff. If you don't believe me, ask Mr. MacWhirter to whose pen more power!

RAMBLER.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory.

9.30 a.m. Oct. 5.
Cyclone or typhoon in about 139 deg. Long. E. 16 deg. Lat. N. moving N.N.W.

10.45 a.m. Oct. 5.
Typhoon in about 137 deg. Long. E. 15 deg. Lat. N. moving N.W.

ANOTHER RENTS CASE.

Landlords' Application.

Mr. Justice Wood, in the Summary Court, was occupied for the greater part of this morning in deciding what is a fair rental for the second and third floors of Nos. 203 and 205, Hollywood Road. Plaintiffs were Ho Kai-ohi and Ho Kai-lai and were represented by Mr. H. K. Hung, and defendant was Wong Cheung-kee, who conducted his own case.

The action was brought under section 13 of the Rents Ordinance and was for a revision of the rent payable by defendant to plaintiffs in respect of the premises above mentioned. The rent recoverable on Jan. 1st was \$78 and in June last defendant, it was claimed, agreed to pay \$100 rent and had actually paid that amount in respect of the 5th Chinese moon. Plaintiffs asked the Court to make an order fixing the rent at \$100.

Plaintiffs purchased the premises some 16 years ago. Mr. Hung told the Court, and had only increased the rent once, when in 1913 it was raised from between \$60 and \$70 to \$80. Owing to the high cost of rice, the rent was reduced \$2, bringing it down to \$78, and plaintiffs now wished to raise it to \$90.

The principal witness called was Mr. Basto, of Messrs. Little, Adams and Wood. Mr. Basto gave measurements of the premises occupied by defendant and, comparing them with other premises in the district, said he thought a fair rent would be \$120 a month, which would be 10 cents per square foot. This witness also estimated the value of the property and from that and other calculations gave a higher figure as a reasonable rental. He considered that the \$100 a month asked by plaintiffs was quite fair.

Defendant said he was willing to pay an extra \$10 a month. It was suggested to him by Mr. Hung that he was subletting the cubicles at a big profit, and although defendant admitted that he sub-let, he denied that he was profiteering. His Lordship thought that as the landlords had fixed the rent of these premises at \$100 in the middle of the year, a fair rent to be fixed in respect of December 31st, 1920, would be a little less, and he suggested \$95 as a reasonable figure.

Plaintiffs agreed to accept \$95 a month and His Lordship made an order accordingly. With regard to costs, Mr. Hung thought they would come to about \$200, and defendant was ordered to pay \$35.

THE ELPENOR CASE.

Arguments that Failed.

The case in which the head fireman of the Blue Funnel liner Elpenor was charged with being concerned in an attempt to smuggle over 200 Mauser pistols and a large quantity of ammunition into the Colony was resumed at the Police Court this morning before Mr. G.N. Orme.

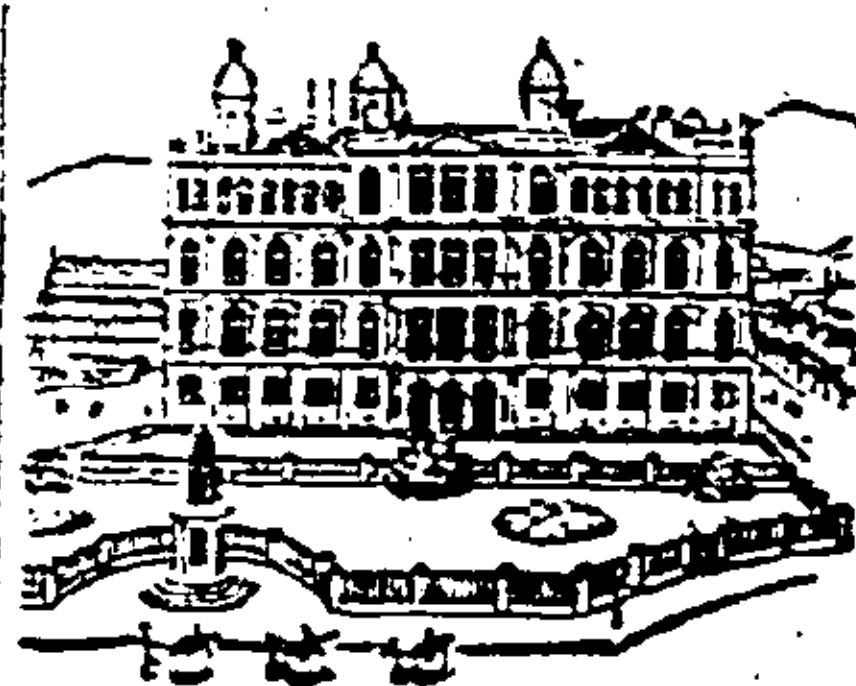
Mr. Leo d'Almada, who had been retained for the defence, said that he did not propose to call witnesses, but argued that in arms cases the onus lay with the prosecution to prove the charge. On the evidence taken at the previous hearing he submitted that that onus had not been discharged. The defendant's statements were to the effect that a man named Hop Hoi had instructed him to dump the packages into the sea outside the entrance of Lyemun Pass. He made no admission that he knew the contents. The arms were discovered in consequence of suspicion. This suspicion had been of long standing and the whole previous crew of the Elpenor had been discharged, and a new one taken aboard before the ship left Hongkong for Shanghai and Northern ports. Before the voyage back the ship had already been searched in Shanghai and in Japan, and nothing was found. On the return trip a seaman named Turner saw two packages hanging over the stern while others were found in a tank. In a case like this, when a whole arsenal was brought into Court, the Court was apt to say that the man brought in connection with it must be the man and no other. That was human nature. But that did not get away from the fact that the onus lay with the prosecution. In opinion cases the law of 1918 decided to throw the onus on the defence, but in connection with arms cases the procedure was entirely different. The

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COAL AS SOURCE OF
FLUID FUEL.Forecast of Complete Change
in the Industry.

Already large quantities of fluid fuel are being obtained from coal, and further experiments are still being made in England, America and in Germany. The need is great and urgent.

The present methods of coking coals, says a technical writer, admit of much improvement and an important step has been taken by coking under low temperature (the Mond process), thereby obtaining a larger production of ammonia. If the latest catalization processes turn out successful in producing fluid fuel from coal, a complete change in the coal industry will naturally be the result.

Now the coals of the East Indies are almost without exception extraordinarily rich in volatile matter, gas and tar. Borneo coal especially contains a large quantity of fossil gum, up to 3 per cent, whereas English coal does not exceed 0.1 per cent, which naturally has a considerable influence upon distillation.

Proofs made at Batavia show Ombilin coal to contain 45 per cent. of gas, Middle Sumatra, New Guinea and Poeloe Laoet 40 to 47 per cent. and Djambi coal 45 per cent.; coal from West Celebes and Ceram gives as high as 56 to 63 per cent. of gas.

THE WRONG WAY
TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type held at proper distance—say 14 inches from your eye, have your eyes examined in the Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.

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of Grey with
Blue Broad and a
Captivating
Little Hat



A Dainty
Going-Away
Suit of Navy
Satin with
Lace and
Linen

YOUTHFUL TROUSSEAU FASHIONS.

There has been a remarkable change in the attitude of brides toward their trousseau costumes. The bride of a generation ago could not have her clothes mature enough.

What a difference to-day! The modern bride cannot have her clothes young enough. Even her wedding gown—though of course it boasts the traditional train—is no longer in the skirt, than a flapper's frock. Her hats are youthful and her little dresses are quite suitable for sweet sixteen. The present generation of girlhood has learned one thing: To value its youth. Any modern girl knows exactly the worth of her youthfulness.

And when she enters the estate of matrimony, she emphasizes this quality more than ever. Well, you know, this cannot be modern, that is, the twenty years of youth ahead of her—she starts right and keeps up to her standard—where her mother retired to middle age at the thirty-five or even at thirty, and her grandmother considered donning the caps of old ladyhood at forty.

A very beautiful wedding costume is pictured and like most of the bridal costumes, it shows a deal of filmy lace. The heavy satin train has been quite done away with and instead there is a train of net lace edged with a narrow net pleating, and over this train sweeps the lace veil. The foundation of the gown is of bridal satin in the favourite ivory white tint, and there is a basque bodice of satin draped over an under-bodice of crystal embroidered net like that in the tunic. Sleeves have been eliminated from wedding gowns, but as in the matter of the short skirt, so many frocks now have very short sleeves that the effect is perfectly in accord with late fashion decisions.

A charming semi-sport costume, just the thing for a honeymoon trip, is pictured. It is a simple, informal little tailored frock worn with a small hat of suitable type and with outing shoes. Another frock of grayish blue flannel, the new soft costume flannel, with edge-bindings of blue braid. The pleated skirt is graceful and easy to walk in, and the pleated peplum extends the waist and gives a jacket effect. The vestee may be removed and one of lace and net, or of tucked linen substituted if the day is warm. The little blue hat with its gray silk tassel has a gay sport suggestion and is just the hat for strolling or for travelling. Tan stockings and tan oxfords complete the costume; and she carries a sun and rain parasol of deep blue silk.

Besides this semi-sport costume there will be a regulation sport costume, of course, very likely a white flannel skirt with a coloured flannel coat, or a skirt of white

linen with silk jersey sweater. With this will go white buckskin rubber soled sport shoes. Everybody is gathered round to see the bride depart and though people get no more than a flashing glimpse of her as she runs out to the waiting automobile, her costume must register perfection. The going-away costume is usually a very dainty tailored suit and fortunately the brief moment of its appearance before the wedding guests is only a foretaste of its career. It will be the standby of autumn, this smart tailored suit, and, of course, it will be a very late model. A stunning going-away costume of the kind is pictured: one of the very new models of dark blue French serge with the slightly longer coat now coming in and part of the sash draped across the coat front in the new, graceful fashion. Embroidery ornaments the lower edge of the coat, with a narrow line of embroidery on the cuff, but the collar and lapels are severely, smartly plain. The sash, of black moiré silk, with fringe half a yard long, is one of the rich features of this little costume which for all its simplicity is a very handsome model.

Rare is the trousseau that does not include at least one black evening gown, which seems as much as bridal tradition as the wedding white satin and veil. But the modern black dinner gown is gay and youthful, not dignified and matronly. Dash and coquetry make up its charm rather than stateliness. An enchanting black dinner and dance frock for a trousseau is pictured. There is a quaint picturesqueness about the flowing lace sleeves, the gathered lace skirt and the cunning little apron of pleated white chiffon set into the black satin underskirt. The sash ends are of narrow satin ribbon, black and white, and the black satin waist draped down over the waistline in basque effect.

Lovely indeed is the white afternoon frock pictured, a modern trousseau frock quite as suitable for sixteen as for the newly-married woman. The front and back panels of skirt and bodice are of dotted Swiss muslin; the sleeves and all the frills of picot edged organdie. The sash is also of picot edged organdie. An adorable hat of leghorn with a wreath of white violets and purple berries goes with this white frock.

The bride's negligees are now all afoam and eddied with lace draperies and lace frills and the plain fabric is chiffon or one of the soft, crepe-like novelty silks. A stunning negligee is pictured, an affair of draped pale blue silk crepe with deep collar and sleeves of lace, and the underslip has a lace ruffle at the edge. The garment is caught up in a single fastening at the left shoulder under a mauve silk rose.



The petticoat is of crepe de chine and the fetching sacque of georgette with lace, tiny roses and embroidery.

Just now the most exclusively lingerie is made of opbeebby linen and these garments are especially comfortable in summer time when there is nothing so gratefully cool as linen next the skin. But there are plenty of silken garments too, and some of the georgette which is a sheer silk crepe. Batiste is used less than it used to be for lingerie garments. Linen has taken its place and the cost of really fine batiste is now so high that one might just as well have the more fashionable silk.

This year's bride has a good deal of lace on her under things. In fact some garments are honey-combed with lace, and lace and fabric are set together with hemstitching so that the whole texture is bewilderingly airy and exquisite. Of course, these beautiful garments do not stand strenuous laundering—how could they? But they are very, very lovely to look upon. The average bride, however, has only one or two of these gauzy, lacy sets of lingerie and supplies for everyday use garments of sheer linen or silk that are trimmed in more simple style—with narrow cluny, Irish or flit edging hand run tucks or embroidered scalloping. An enchanting set of bridal day underwear is pictured. The slip is a camisole and petticoat to wear over the corset and direct beneath the gown. The slip is white, of course—to match the bridal gown—and combines a camisole and petticoat of embroidered net, with panels of close-

moderate. The linen nightgowns are made of sheer handkerchief lawn, and fullness is ironed flat in long pleats as the picture shows, to give the straight, slender lines now fancied. The pictured gown has a little sleeve of net and lace and a narrow lace yoke surrounded by exquisite hand embroidery. Below the yoke is a cluster of tiny silk roses.

The wearer of the exclusive nightgown holds in her hands a chemise belonging to this set, a garment of handkerchief lawn hand embroidered and lace-trimmed and with the little cluster of roses below the embroidery. It is an envelope chemise with white ribbons for shoulder-straps. Ten years ago trousseau lingerie came in sets of four: Nightgown, chemise, drawer and corset cover. Two garments make up the set now: Nightgown and chemise.

Petticoats are an important part of the trousseau. There must be a great many petticoats; for wear with the sport clothes, with the tailored suits, with formal frocks and with negligees. All petticoats are very short, since frocks are so short, and there is a tendency toward lighter coloured petticoats. Very light shades are used even for outdoor petticoats to be worn with tailored skirts and sport skirts. All these petticoats are of the softest possible silk, or of silk jersey with soft silk flounces. Petticoats for wear with negligees



Handkerchief Linen For Undergarments Now, With Real Lace and Hand Embroidery For Exclusive Finish.



One of the New
Wraps Around
Negligees of
Figured Silk
Crape and Lace

are a little fuller than those used with narrow street skirts and frocks and these negligee petticoats are most entrancing of all, with their lace frills and flower garlands. Most women have just a few petticoats as they can get along with. Think of the bride's joy in a dozen or more lovely petticoats of various styles and colours, all folded and ready to wear in the near future!

A very dainty summer negligee costume is pictured; a cool, comfortable sacque of georgette and a petticoat of pleated crepe de chine. The pleats are pulled out at the edge of the petticoat and the lace is applied to the scalloped edge which gives an effect of lace that is very graceful. The georgette sacque is white, with tiny, draped sleeves and a turned back collar of white net embroidered in pink. The turned back front edges of the sacque are embroidered in pink to match and a cluster of small pink roses fastens the fronts together. The cap is a saucy affair with its gay upward cut over a cluster of roses at the sides. It is made of fine lace over thin pink silk and the roses are pink.

The strictly utilitarian wrist watch became a universal necessity with both men and women during the war, and there is little chance of the habit ever being dropped. It is far too convenient. Silver watches, round or torpedo shape, and of medium size, worn on a leather wrist strap, are the most popular sort of time-piece for personal use with



A Slip To Wear Under The
Wedding Gown, Made Of
White Chiffon And Lace With
White Ribbon Sash And
Shoulder Straps And A
Garland Of Tiny Flowers At
The Waistline.

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AMERICAN EXPRESS COMPANY

HONGKONG.

R. P. BOYCE,

MANAGER.

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange.	Shareholders Association
Banks	
H.K. & S. Bank	b. 685
... 535 paid	n. 681
Bk. of E. Asia	b. ex. 101
Marine Insurance	
Canton	b. 405
North China	n. 144
Union	b. 219
Yancho	b. 254
Far Eastern	b. 234
Fire Insurance	
China Fire	b. 125
H. K. Fire	b. 340
Shipping	
Douglas	b. 503
H.K. Steamships	b. 37
Indo (Pref.)	b. 35
Indo Def. Lon/Reg.	b. 200
Indo Def. H.K. Reg.	b. 285
Shell	b. 94
Ferries	b. 294
Refineries	
Sugar	b. 205
Malacca	b. 48
Mining	
Kallang	b. 90
Shanghai Loans	b. 64
Shai Explorations	b. 1
Rauha	b. 236
Tronahs	b. 15
Ural Caspian	p. 1.90 p. 2
Banquet Con	b. 1.90 p. 2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. 90
K. Docks	b. 190
Shai Docks	b. 123
N. Engineerings	b. 115
Lands, Hotels & Buildings	
Centrale	b. 147
H.K. Hotels	b. 244
H.K. Lands	b. 210
H. Phreys Est.	b. 104
K. Loan Lands	b. 42
L. Reclamations	b. 142
West Point	b. 52
Cotton Mills	
Ewos	b. 23
Oriental	b. 17.10
Shai Cottons	b. 150
Miscellaneous	
Cement	b. 18.15 sa. 18.10
China Light old	b. 12.10
Do. Light new	b. 12
China Providents	b. 11.15
Dairy Farms	b. 26
Electric H.K.	b. 244
Electric Macao	b. 25
Hongkong Ropes	b. 264
Hk. Tramways	b. 11
Peak Trans. old	b. 84
Do. new	b. 1
Steam Laundries	b. 9.70
Steel Foundries	b. 104
Water boat	b. 164
Watsons	b. 19
Wm. Powells	b. 19
Wisemens	b. 25

Hongkong, Oct. 5, 1921.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been collected to noon to-day.

Vessel	Agents	From	Mooring
Hydrangea	China S.S. Co.	Swatow	C 45
Wahsing	J. M. & Co.	Canton	C 45
Nippon	Singapore	Manila	C 45
Tsialak	J. M. & Co.	Batavia & Amoy	C 45
Nam Wah	Singapore	Kwang Chow Wan	C 45
Yangtze	Singapore	Hobow	C 45
Nam Yung Fat	Globe Nav. Co.	Fort Bayard	C 45
Wah Hang	Wing Hang	Canton	C 45
Lisbon M.	N.Y.K.	Yokohama & Shanghai	C 45

Vessel	Agents	Where Bound	Departure
Lisbon M.	N.Y.K.	Singapore & Glasgow	5th Oct.
West Houshaw	Struthers & Dixon	Manila & Zamboanga	5th Oct.
Tjilwong	J. M. & Co.	Amoy & Canton	5th Oct.
Golden State	P. & S. Co.	Shanghai & San Francisco	5th Oct.
Triabon M.	Dodwell & Co.	Canton	5th Oct.
Wah Hang	Wing Hang	Kwang Chow Wan	5th Oct.
Lisbon M.	N.Y.K.	Swatow & Shanghai	5th Oct.
Tyndarens	B. & S.	Kuching & Vancouver	5th Oct.
Schodack	Admiral Line	Hotelin & Tientsin	5th Oct.
Wahsing	J. M. & Co.	Singapore & Sourabaya	5th Oct.
Nippon	China Mail S.S. Co.	Swatow & Tientsin	5th Oct.
Tung Lee	Yee Tai Hong	Foochow & Tientsin	5th Oct.
Phraung	Nam Yuen	Saigon	5th Oct.
Sunning	B. & S.	Amoy & Shanghai	5th Oct.
Hok Canton	W. Hing	Kwang Chow Wan	5th Oct.

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Tyndareus	B & S	Vancouver	5th Oct.
Wahsing	J M Co.	Swatow	5th Oct.
Nile	C M Co.	Singapore	5th Oct.
Sunning	B & S	Shanghai	6th Oct.
Samarang M.	Nanyo Y K	Japan	6th Oct.
Hinsang	J M Co.	Sandakan	7th Oct.
Hailoong	D L Co.	Foochow	7th Oct.
Tjialak	J C J L	Java	7th Oct.
Hailborg	D L Co.	Foochow	7th Oct.
Vuensang	J M Co.	Manila	7th Oct.
Huangsang	J M Co.	Swatow	7th Oct.
Selard	B & S	Tsingtao	8th Oct.
West Canada	S & P	Seattle	8th Oct.
Laisang	J M Co.	Calcutta	8th Oct.
Leeang	J M Co.	Bangkok	8th Oct.
Kentucky	Black Line	London	8th Oct.
Tanung	B & S	Hoblo	9th Oct.
Chankiang	B & S	Tientsin	9th Oct.
Kweiyang	B & S	Singapore	9th Oct.
Kormala	P & O	Japan	10th Oct.
Tonika	P & O	Japan	10th Oct.
Singalang	B & S	Shanghai	10th Oct.
Silver State	Ald. J. Line	Manila	10th Oct.
Aloradin	J C J L	Hamburg	10th Oct.
Pyrrhus	B & S	Antwerp	10th Oct.
Taksang	J M Co.	Hoblow	10th Oct.
Tjondars	J C J L	Hamburg	12th Oct.
E. of Russia	C P S Ld.	Vancouver	12th Oct.
Karymaebus	B & S	New York	12th Oct.
Tjilboet	J C J L	Japan	13th Oct.
Persia	D & Co.	Shanghai	13th Oct.
Nechow	B & S	Shanghai	13th Oct.
Eumene	B & S	Liverpool	13th Oct.
Kamo M.	N Y K	Yokohama	14th Oct.
Aki M.	N Y K	Yokohama	14th Oct.
	N Y K	Yokohama	14th Oct.

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COMMERCIAL NEWS

STRUTHERS & DIXON, INC.
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S.S. Silver State	For Manila	Oct. 11.
S.S. Silver State	Honolulu & San Francisco	Nov. 11.

From H'kong. Arrive San Francisco

S.S. HAWKEYE STATE	Oct. 1. at 10 a.m.	Oct. 23.
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S.S. Coaxet	Oct. 15.
Montague	Nov. 11.
Abercos	Dec. 7.

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TJISONDARI	Rotterdam, Amsterdam & Hamburg	12th Oct.
BOERUE	Amsterdam, Rotterdam & Hamburg	2nd Nov.
TOSARI	Amsterdam, Rotterdam & Hamburg	10th Dec.
OUDEKERK	Rotterdam, Amsterdam & Hamburg	10th Jan.
RADJA	Amsterdam, Rotterdam & Hamburg	10th Feb.

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TELEPHONE PASSENGER DEPT.
NO. 133.
ICE HOUSE STREET.
TEL. FREIGHT DEPT. & AGENT.
NO. 2161.

BRITISH INDUSTRIES FAIR.
Application forms have been issued by the Department of Overseas Trade to firms, desirous of being represented in the British Industries Fair at the White City, from February 27 to March 10 next.

MANILA MARKETS.
Messrs. Warner, Barnes & Co., Ltd., Manila, in their latest circular to hand, state: The slight improvement in Hemp noted in our last circular has not been maintained. Market closes weak. The Sugar market has ruled quieter owing to cessation in demand from China and Japan. Unsold stocks of Muscovados in Iloilo, consisting principally of lower grades, are now considerably reduced, and are held in strong hands. The Copra market has ruled steady during the fortnight, but closes with a slightly weaker tendency. Locally the Coal market is steady. Advice received from Australia are to the effect that while supplies of coal are now available for export, freights are scarce and difficult to obtain.—The Rice market has ruled firmer during the past fortnight.—No change in Flour prices since our last circular, but demand has been noticeably more active.

SHANGHAI SHARE MARKET.
Messrs A. L. Anderson & Co., Shanghai in their circular of 24th September, state. A fair number of transactions have been effected during the past week at prices showing a slight decline, and this is probably due to the near approach of the September settlement and the increasing tightness of money. As has been customary for some time past, attention was chiefly devoted to Cottons, but a number of Shanghai Docks and New Engineerings, mostly settlement re-sales, were also dealt in. Debentures.—A number of fairly long lines were contracted for at undisclosed price. Despite the rise in sterling exchange the demand in this market still exceeds the supply.—Hongkong & Shanghai Bank.—First call, paid sold at \$400, original shares being quoted at \$720.—Chinese Engineering & Mining Co.—Sales were effected at 23½ and 23, London middle price coming as £4. Cotton Mills.—Ewo closed a little weaker being quiet at 23.40. Lau-kung-mows were not dealt in. Orientals are practically the same, standing at 17 X D, while Shanghai Boshoku are a shade easier at 152½ buyers.—Miscellaneous.—Cultiv. can be placed at 10. Trams "bearer" offer locally at 89, are quoted at 215-15.—London. Shanghai Gas' can be placed at 26. Telephones offer at 99.—London Quotations.—Hongkong & Shanghai Bank, 96½. Chartered Bank of I. A. & C. 14½. "Shells" 24-13.9. Electric Construction Bearer, 15½. Shanghai-Nanking Railway Net profits, 11. Indo-China S. N. Co., "preferred", 4½, "deferred" 39½. Reorganization Loan, British 74, French 69.—The firm's address is now Room No. 1 B, Telegraph Building, 4 Avenue Edward VII.

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S.S. NANKING Dec. 12th

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***S.S. NILE** Oct. 5th
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S.S. NANKING Nov. 23rd
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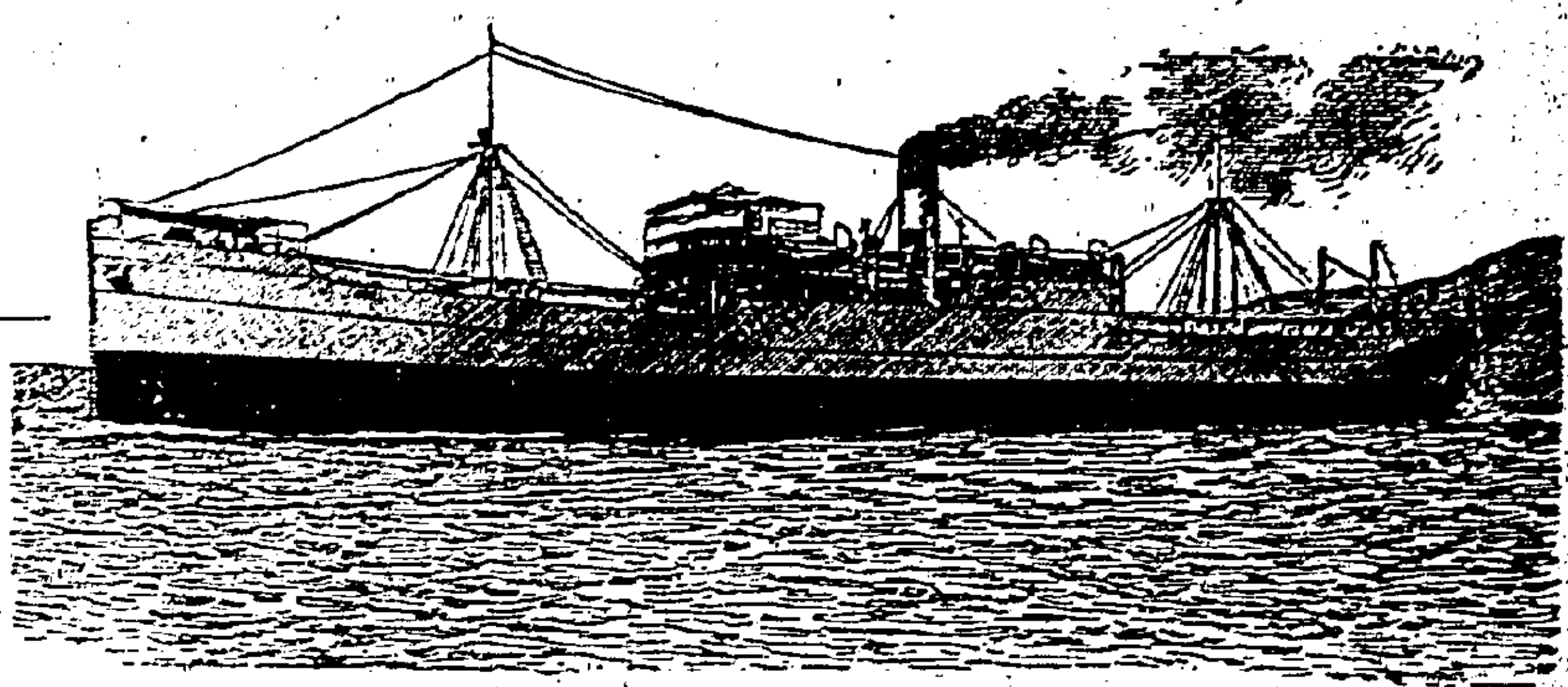
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